

Local Planning Agency and Planning Commission

November 20, 2024

6:00 pm

County Administration Building - Jack Durrance Auditorium

12 SE 1 Street, 2nd Floor, Gainesville, FL 32601

	Pages
<b>1. Call to Order</b>	
<b>2. Approval of the Agenda</b>	1
<b>3. Approval of Minutes</b>	3
<b>4. Ex Parte Communication/Party Statement/Swearing In</b>	
<b>5. Quasi-Judicial item: Z24-000007 (Flamingo Sports Center Special Exception)</b>	5
<p>A request by Clay Sweger of eda consultants, inc., agent, for Wu Lingzheng, owner, for a special exception to allow an outdoor recreation facility that exceeds the limited use standards. The site is approximately 21.05 acres, has a future land use designation of Rural/Agriculture and is in Agricultural zoning district. The tax parcel number associated with this request is 07089-002-000 and the address is 9409 SW Archer Rd.</p>	
<b>6. Legislative item: Z24-000010 (Capital Improvements Element )</b>	196
<p>County-initiated text amendment to the Alachua County Comprehensive Plan Capital Improvements Element to update the 5-year Capital Improvement Project Schedules for Recreation and Public School Facilities, and to update the Multimodal Transportation Capital Improvement Project Schedules for Fiscal Years 2025 to 2040.</p>	
<b>7. Legislative item: Z24-000011 (Inclusionary Housing)</b>	629
<p>County-initiated text amendment to the Alachua County Comprehensive Plan Future Land Use and Housing Elements to establish inclusionary housing requirements for certain land use actions and voluntary inclusionary housing incentives for Transit Oriented Developments and Traditional Neighborhood Developments, and to revise policies relating to potential incentives available for affordable housing.</p>	

**8. Annual Workplan**

After review by Planning Commission, Chair Walsh will sign the Annual Workplan .The Annual Workplan for the Local Planning Agency and Planning Commission will be provided to the Board of County Commissioners.

**9. Planning Commissioner Comments****10. Adjournment**

Alachua County  
Local Planning Agency & Planning Commission Agenda  
Public Hearings

*The Local Planning Agency and Planning Commission will have an in-person meeting on  
**Wednesday, November 20, 2024 at 6:00 p.m.***

The public may attend in person at 12 SE 1<sup>st</sup> Street, Gainesville, FL, Second Floor, Jack Durrance Board Room.

If any accommodations are needed for persons with disabilities, please contact the Alachua County Equal Opportunity Office at least two business days in advance at (352) 374-5275 (voice) or (352) 374-5284 (TDD) or 711 Florida Relay Service. Printed materials are available in alternate format upon request.

**I. APPROVAL OF THE AGENDA**

*All persons wishing to participate and speak on an issue at the public meeting have the right, through the Chair, to ask questions of staff or other speakers, to seek clarification of comments made by staff or other speakers, and to respond to the comments or presentations of staff or other speakers. All persons who present written materials to Commissioners for consideration must ensure that a copy of those materials is provided to the Clerk for inclusion in the Board's record of proceedings and official minutes*

**II. APPROVAL OF MINUTES FOR September 18, 2024 MEETING**

**III. EXPARTE COMMUNICATION/PARTY STATEMENT/SWEARING IN**

**IV. QUASI-JUDICIAL ITEM: Z24-000007 (Flamingo Sports Center Special Exception for Outdoor Recreation)**

A request by Clay Sweger of eda consultants, inc., agent, for Wu Lingzheng, owner, for a special exception to allow an outdoor recreation facility exceeding limited use standards. The site is approximately 21.05 acres, has a future land use designation of Rural/Agriculture (1 dwelling unit per 5 acres) and is in Agricultural zoning district. The tax parcel number associated with this request is 07089-002-000 and the address is 9409 SW Archer Rd.

**V. LEGISLATIVE ITEM: Z24-000010: County-initiated text amendment to the Alachua County Comprehensive Plan Capital Improvements Element to update the 5-year Capital Improvement Project Schedules for Recreation and Public-School Facilities, and to update the Multimodal Transportation Capital Improvement Project Schedules for Fiscal Years 2025 to 2040.**

**VI. LEGISLATIVE ITEM: Z24-000011: County-initiated text amendment to the Alachua County Comprehensive Plan Future Land Use and Housing Elements to establish inclusionary housing requirements for certain land use actions and voluntary inclusionary housing incentives for Transit Oriented Developments and Traditional Neighborhood Developments, and to revise policies relating to potential incentives available for affordable housing.**

Alachua County  
Local Planning Agency & Planning Commission Agenda  
Public Hearings

**VII. ANNUAL WORKPLAN**

After review by the Planning Commissioners, the Chair will sign the workplan.

**VIII. ATTENDANCE REPORT**

**IV. COMMISSIONERS' COMMENTS**

*General information: All interested persons are invited to attend and be heard. Persons wishing to comment on the above scheduled items may file written comments with the Director of the Department of Growth Management, Office of Planning and Development prior to the scheduled hearings. All persons are advised that, if they decide to appeal any decision made at this public hearing or meeting, they will need a record of the proceedings and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

*If any accommodations are needed for persons with disabilities, please contact the Alachua County Equal Opportunity Office at (352) 374-5275 (voice) or (352) 374-5284 (TDD). Staff Reports on zoning items are generally available on Friday of the week preceding the Planning Commission meeting. For further information, please contact the Office of Planning and Development, of the Department of Growth Management, 10 SW 2<sup>nd</sup> Avenue, 3<sup>rd</sup> Floor, Gainesville, Florida 32601, (352) 374-5249.*

Alachua County Local Planning Agency/ Planning Commission Meeting Minutes: September 18, 2024

The Alachua County Planning Commission held a public meeting on September 18, 2024, at 6:00 p.m. The meeting was held **in person**.

**COMMISSIONERS PRESENT:**

Kristen Young, Vice-Chair  
Melissa Norman  
Barry Rutenberg  
Jancie Vinson  
Raymond Walsh  
Samuel Mutch  
Gailine McCaslin

*Kay Abbitt absent*

**STAFF PRESENT:**

Chris Dawson, Principal Planner, Development Services, Growth Management  
Ben Chumley, Principal Planner, Comprehensive Planning, Growth Management  
Corbin Hanson, Sr. Assistant County Attorney, County Attorney Office  
Chief Harold Theus, Fire Rescue, Alachua County  
Patricia McAllister, Clerk, Development Services, Growth Management

**Meeting Called to Order:**

**Meeting called to order by Vice-Chair Young at 6:04 p.m.**

1. APPROVAL OF AGENDA:  
**Motion** was made by *Commissioner Rutenberg* to **approve** the agenda.  
Motion was **seconded** by *Commissioner Walsh*.  
**Action:** The **agenda** was **approved** with a vote of **7-0**.
  
2. APPROVAL OF MINUTES: August 21, 2024  
**Motion** was made by *Commissioner Mutch* to approve the minutes from the August 21, 2024 meeting.  
Motion was **seconded** by *Commissioner Rutenberg*.  
**Action:** The **minutes** for the August 21, 2024 Local Planning Agency and Planning Commission meeting were **approved** with a vote of **7-0**.
  
3. LEGISLATIVE ITEM:  
**Z24-000005 (Comprehensive Plan Text Amendment)**  
County-initiated text amendment to the Alachua County Comprehensive Plan Capital Improvements Element to revise Policy 1.2.5(a) by clarifying the Level of Service guidelines for fire service response time.

**Staff Presentation:**

*Ben Chumley* presented this application. *Mr. Chumley* stated this application is a County-initiated amendment to the Comprehensive Plan to clarify Level of Service Guidelines for fire response times. *Mr. Chumley* stated the proposed policy revision to the Capital Improvements Element for Policy 1.2.5 of the Alachua County Comprehensive Plan is to clarify that the existing guidelines apply to travel time, and do not include alarm handling time and turnout time. He stated that this change is based on

NFPA standards and recommended by County Fire Rescue staff. Staff recommend transmittal of this application for state review with bases as noted in the staff report.

Discussion: Planning commissioners had questions and comments regarding current and future response travel time for rural and urban areas. It was noted that Fire Rescue is kicking off its Master Plan process which will look in more depth at the Level of Service Guidelines regarding response times and percentages. Brief discussion of how water is transported to each fire with the fire trucks and how the water supply is either on site (fire hydrants) or brought to a fire with the fire tanker trucks. Current travel time for calls within Urban Cluster is 6 minutes for 80% of all emergency calls and for rural areas is 12 minutes for 80% of all emergency calls within a 12-month period.

*Chris Dawson* mentioned that there are mitigation strategies for water supply that are analyzed when subdivisions are built such as homes with fire sprinklers or the distance a tanker truck is located to the site of the subdivision or could be a water source on site. *Mr. Dawson* stated that the type of emergency call and time of day also factor into the response times and these are guidelines and not standards. *Chief Theus* stated the guidelines may be used to determine where new fire stations would be needed or may be necessary.

**Motion** was made by *Commissioner Walsh* to recommend to the Board of County Commissioners **approval for the transmittal** of Comprehensive Plan Amendment Z24-000005 to state agencies.

Motion was **seconded** by *Commissioner Vinson*.

Public Comments: None

**Action: Z24-000005** was **recommended for approval for transmittal** to the Board of County Commissioners with a vote of **6-1** (*Commissioner Mutch* was opposed.)

4. ELECTION OF OFFICERS:

*Commissioner Vinson* nominated Commissioner Walsh as Chair and Commissioner Norman as Vice-Chair.

With no other nominations, *Commissioner Vinson* **motioned** Commissioner Walsh as Chair and Commissioner Norman as Vice-Chair.

Motion was **seconded** by *Commissioner Mutch*.

**Action:** Commissioner Walsh was approved as Chair and Commissioner Norman was **approved** as Vice-Chair with a **unanimous vote of 7-0**.

5. ATTENDANCE REPORT: Distributed in packets. No attendance issues.

6. PLANNING COMMISSIONERS' COMMENTS:

*Chris Dawson* mentioned we do have items for the next PC meeting in October 2024.

**Meeting adjourned at 6:52 p.m.**



# Alachua County – Growth Management Staff Report

## Application Z24-000007

### Application Details

#### Staff Contact

Mehdi J. Benkhatar

#### Staff Phone Number

352-374-5249 ext. 5261

#### Planning Commission Hearing Date

November 20, 2024

#### Board of County Commissioners Hearing Date

TBD

#### Requested Action

A request for a special exception allowing an outdoor recreational facility.

#### Property Owner

Wu Lingzheng

#### Property Description

Address: 9409 SW Archer Rd.

Parcel Numbers: 07089-002-000

Section/Township/Range: 31/10/19

Land Use: Rural/Agriculture (1 dwelling unit/5 acres)

Zoning: A (Agriculture)

Acreage: 21.05 +/-

#### Previous Requests

ZOS-13-04: SUP for recreational facility, approved, later rescinded

ZOT-01-21: Temporary use permit to allow an outdoor festival, approved

TU22-000021: Temporary use permit to allow an outdoor festival, approved

### **Zoning Violation History**

None.

### **Applicant/Agent**

Clay Sweger of eda, inc.

### **Project Timeline**

- Submitted: September 30, 2024
- Staff Report Distributed: November 15, 2024
- Planning Commission Hearing: November 20, 2024

### **Staff Recommendation**

Staff recommends that the Planning Commission recommend that the Board of County Commissioners **approve Z24-000007**, with the conditions and bases as listed in the staff report.

### **Planning Commission Recommendation**

TBD



# Background



*Figure 1: Aerial image of site*

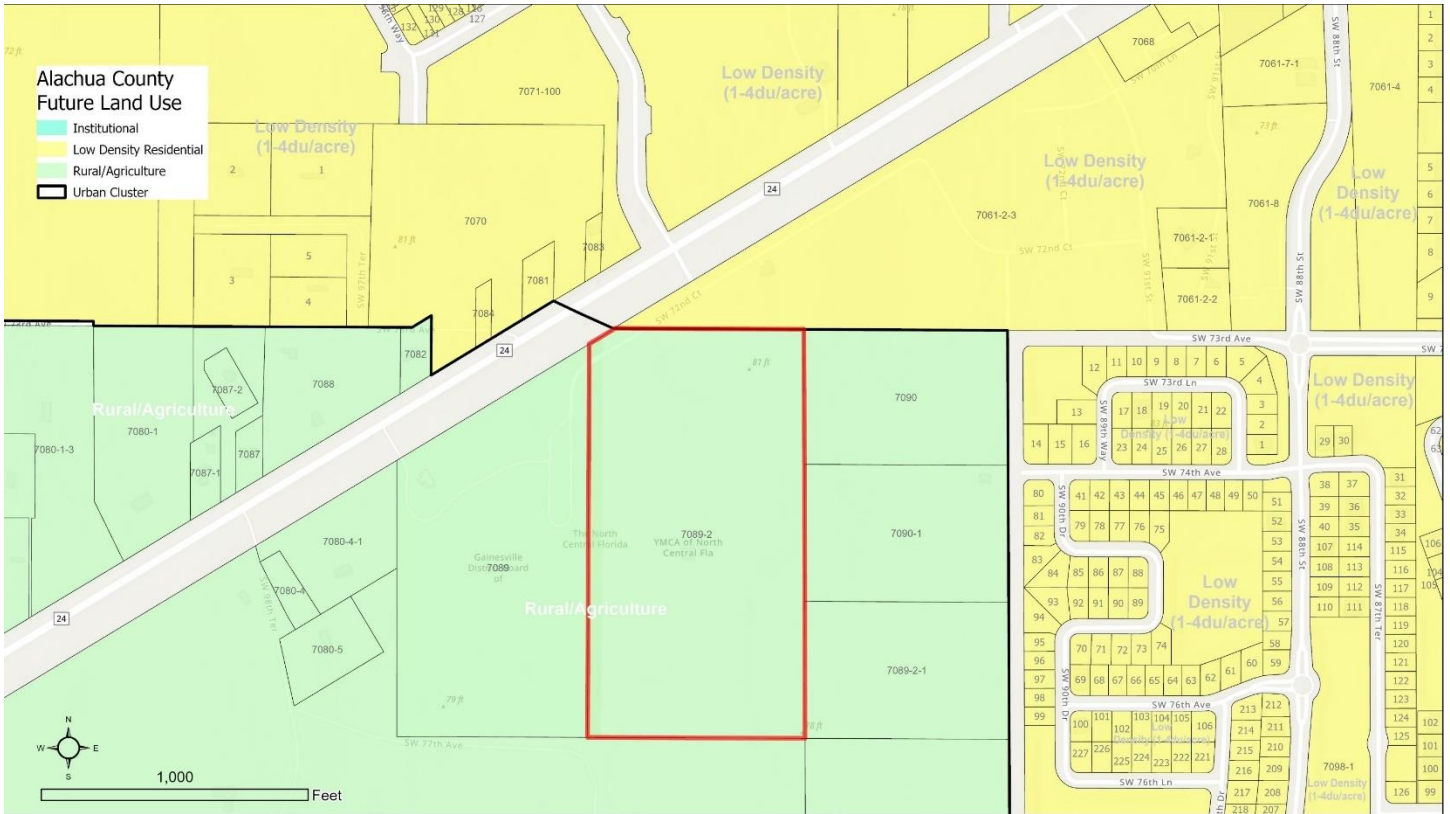


Figure 2: Future Land Use Map



Figure 3: Zoning Map

This application is a request for a special exception for an outdoor recreational facility on parcel 07089-002-000. This application, if approved, would allow a recreational facility focusing on racquet sports (pickleball, tennis, table tennis, badminton) as well as a swimming pool, clubhouse and other accessory uses.

The facility as proposed by the applicant exceeds the limited use standards found in Sec. 404.64 (Outdoor Recreation) in the Unified Land Development Code. Therefore, a special exception application is required and must be approved by the Board of County Commissioners.

### **Site description**

The site consists of one parcel totaling approximately 21.05 acres located at 9409 SW Archer Rd., in the southwestern part of Alachua County. Previously, the YMCA of North Central Florida owned this parcel along with a 12 acre parcel to the north for several years with the intent to build a 60,000 sq. ft. facility here but ultimately the facility was never built and the property was sold to a developer. The special use permit (ZOS-13-04) which would have allowed for the YMCA facility was subsequently rescinded by the developer (Multerra, LLC) when plans for a Traditional Neighborhood Development (Veve TND) were made. ZOS-13-04 was rescinded by the BoCC in 2015. The 12-acre portion of the former YMCA property was included in the TND as it lies within the Urban Cluster. This parcel (parcel 07089-002-000) lies outside of the Urban Cluster and was not included. Multerra no longer owns this property as of 2023.

To the north of the site lies the western portion of The Veve TND. Further north across SW Archer Rd. is the Lugano TND. The northern property line also coincides with the Urban Cluster line. To the east are three 6+ acre parcels zoned Agricultural and with a future land use designation of Rural/Agriculture (1 dwelling per 5 acres). These parcels are undeveloped. To the south of the site is an 85+ acre parcel zoned Agricultural and with a future land use designation of Rural/Agriculture (1 dwelling per 5 acres). To the west of the site is the Celebration United Methodist Church, zoned Agricultural and with a future land use designation of Rural/Agriculture (1 dwelling per 5 acres).

The site does not contain any wetlands or flood zones and is not located in a strategic ecosystem. This site is identified as “vulnerable” on the Floridian Aquifer High Recharge Area map. Based on discussion with the Alachua County Environmental Protection Department there may be gopher tortoises present. Prior to any development, this site is recommended to be surveyed for gopher tortoises.

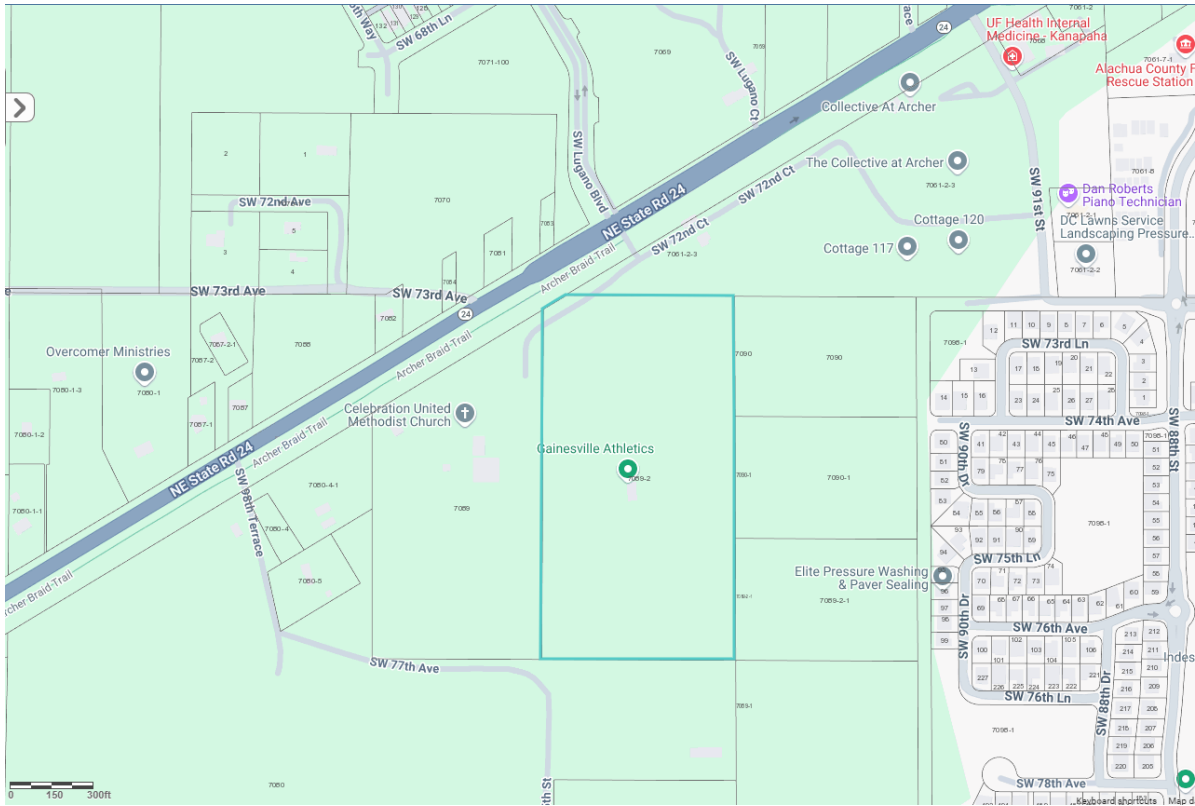


Figure 4: Wetland Map

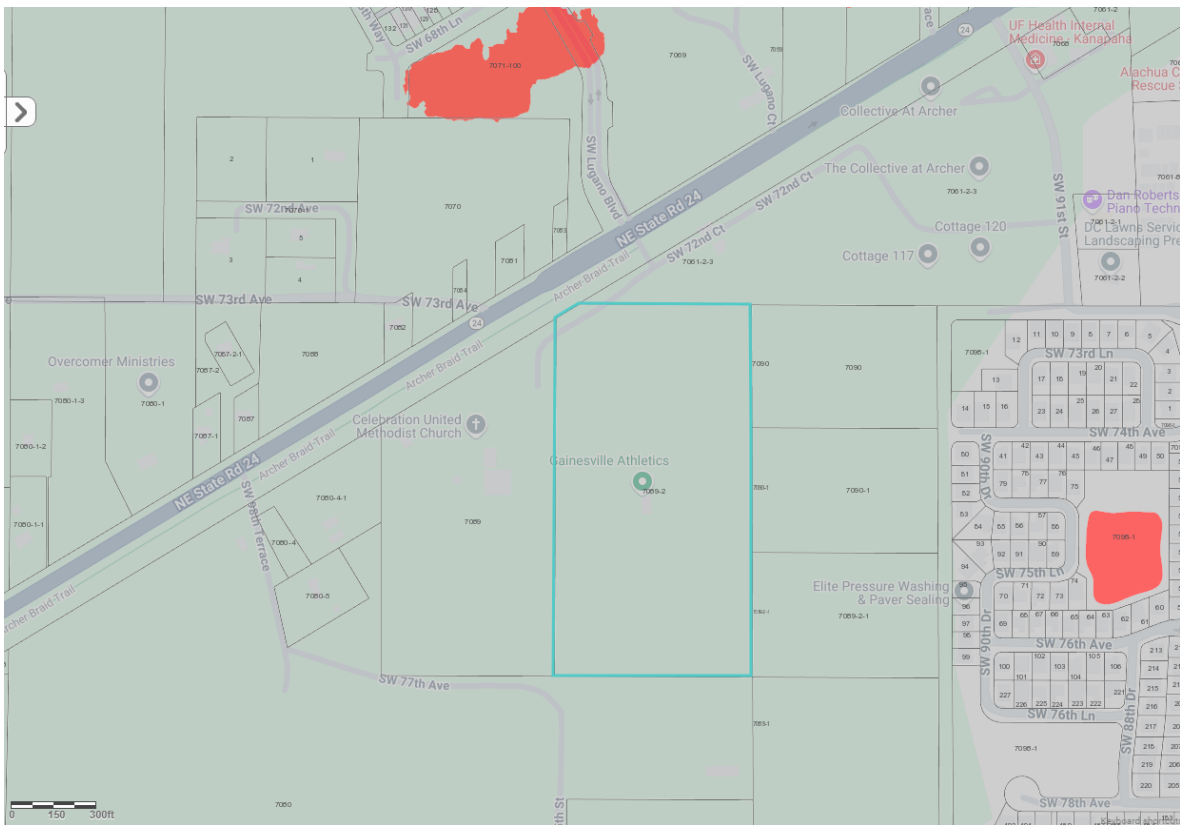


Figure 5: Flood Zone Map

## Consistency with Comprehensive Plan

### Levels of Service

The Alachua County Comprehensive Plan Capital Improvement Element requires that the 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 specified timeframe. Per **Policy 1.2.4 and Policy 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.

### Traffic

Development on the subject property will mitigate its impacts through the mobility fee program. Any necessary operational improvements will be analyzed during development plan review.

### Water and Sewer

**Policy 1.2.4 (d) of the Capital Improvements Element** describes the minimum Level of Service standards for potable water and sewer. These are summarized in the following table:

	<b>Peak Residential &amp; Non Residential</b>	<b>Pressure</b>	<b>Storage Capacity</b>
<b>Potable Water</b>	200 gallons/day/du	40 p.s.i.	½ peak day volume
<b>Sanitary Sewer</b>	106 gallons/day/du	N/A	N/A

The site is located outside of the Urban Cluster and will be served by a private well and septic system. The proposed special exception will not impact the water and sewer levels of service.

### ***Drainage***

**Policy 1.2.4 of the Capital Improvements Element** states that the minimum drainage LOS standard for non-residential development requires a floor elevation of one (1) foot above the 100-year/critical duration storm elevation or flood resistant construction. Development on this site would be required to meet this standard.

### ***Emergency Services***

**Policy 1.2.5 (a) of the Capital Improvements Element** states that the LOS standard for fire services in the rural area is as follows:

- Initial unit response within 12 minutes for 80% of all responses within 12 months.
- Development shall provide adequate water supply for fire suppression and protection, and fire service compliant fire connections.

All development would be required to meet these standards at the time of development plan approval.

### ***Solid Waste***

**Policy 1.2.4 (b) of the Capital Improvements Element** states that the minimum level of service 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 0.8 tons per person per year. LOS standards for solid waste will not be exceeded by this request.

### ***Schools***

The proposed special exception does not authorize additional residential units and would not impact the level of service for public schools.

### ***Recreation***

The proposed special exception does not authorize additional residential units and would not impact the level of service for recreation.

## **Policy 7.1.2 of the Future Land Use Element**

**Policy 7.1.2 of the Future Land Use Element** states that:

*Proposed changes in the zoning map shall consider:*

- a. consistency with the goals, objectives, policies and adopted maps of the Comprehensive Plan*

**The proposed special exception, as conditioned, is consistent with the goals, objectives, policies and adopted maps of the Comprehensive Plan. The site has a future land use designation Rural/Agriculture and is in the Agriculture zoning district. Outdoor recreation is allowed in the Agriculture zoning district as a limited use. When the limited use standards are exceeded (as is the case in this application) the use may be approved by means of a special exception.**

- b. the availability and capacity of public facilities required to serve the development. When considering a rezoning, this includes availability and capacity of existing public facilities and timing of future facilities based on capital plans. Specific determinations for any exceptions to the requirement to connect to a centralized potable water and sanitary sewer system will be made at the stage of development plan review, as detailed in Policy 2.1 of the Potable Water and Sanitary Sewer Element.*

**The site is located outside of the Urban Cluster and will not be required to be served by centralized potable water and sanitary sewer systems. The proposed special exception does not authorize any new residential units and will not have an impact on public school or recreation levels of service. The special exception will not negatively impact the traffic level of service. Any development on the subject property will mitigate its impacts through the mobility fee program.**

- c. the relationship of the proposed development to existing development in the vicinity and considerations relating to environmental justice and redevelopment opportunities.*

**Existing development in the vicinity of the site consists of Traditional Neighborhood Developments and subdivisions within the Urban Cluster and**

**mostly undeveloped larger parcels with Rural/Agriculture land use outside of the Urban Cluster. Staff has not identified any issues related to environmental justice or redevelopment opportunities that would result from the approval of this special exception.**

*d. those factors identified by law, including that as a general matter an applicant is not entitled to a particular density or intensity within the range of densities and intensities permitted by the Comprehensive Plan, given due consideration of legitimate public purposes relating to health, safety, and welfare.*

**Staff has proposed a condition limiting the maximum sq. ft. of enclosed buildings related to this recreational use in due consideration of legitimate public purposes relating to health, safety and welfare.**

## **Objective 1.4 of the Recreation Element**

**Objective 1.4 of the Recreation Element** states:

*Expand the availability of recreational opportunities for Alachua County citizens by continuing to develop existing recreation sites and acquire new sites and by continuing to encourage provision of recreation sites by the private sector.*

**The site is the location of a previously approved (but undeveloped) YMCA recreational facility. The applicant has acquired this site to develop a recreational facility to be used by Alachua County citizens.**

## **Unified Land Development Code (ULDC) Consistency**

### **Sec. 402.113. – Special exception criteria for approval.**

The Board of County Commissioners shall, as part of a decision to approve an application for special exception, make a finding that an application complies with both the general criteria and the review factors listed below.

*(a) The proposed use is consistent with the comprehensive plan and ULDC;*



**The proposed use is consistent with the Comprehensive Plan and ULDC. Outdoor recreation is allowed as a limited use in the Agriculture zoning district. When the standards of Sec. 404.64 are exceeded the use must be approved by means of a special exception. The applicant has applied for a special exception to meet this requirement.**

*(b)The proposed use is compatible with the existing land use pattern and future uses designated by the comprehensive plan;*

**The existing land use pattern has been marked by the presence of the Urban Cluster line to the north and east of the site. Traditional Neighborhood Developments (Lugano and Veve) are located nearby on SW Archer Rd. as well as the Willow Oak Plantation subdivision. Outside of the Urban Cluster line, adjacent to this site, are larger (5+ acre) parcels that are mostly vacant and an institutional use (church). “Outdoor activity-based recreation” is referred to in Objective 6.2 of the Future Land Use Element (Rural/Agriculture) as one of the permitted uses. The site has previously been approved for recreational uses (YMCA site) and more recently the Hoggetowne Medieval Faire.**

*(c)The proposed use shall not adversely affect the health, safety, and welfare of the public; and*

**As conditioned, the proposed use of outdoor recreation will not adversely affect the health, safety or welfare of the public. The use is related to outdoor recreation which is a permitted use within the Rural/Agriculture land use and Agricultural zoning district. Due to certain characteristics of the proposed facility, a special exception is required. Staff’s proposed conditions (including restrictions on lighting, noise, buffering and hours of operation) serve to protect the surrounding community.**

*(d)Satisfactory provisions and arrangements have been made concerning the following matters, where applicable:*

*(1)Ingress and egress to the property and proposed structures thereon with particular reference to automotive, bicycle, and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;*

**The proposed outdoor recreation facility would have ingress and egress from SW Archer Rd., via an existing easement. The Archer Braid trail (which forms part of**

**the Alachua County Greenway also fronts this parcel, allowing pedestrian and bicycle access.**

*(2)Off-street parking and loading areas where required, with particular attention to item (1) above;*

**Adequate space exists for off-street parking and loading areas. As shown on the special exception master plan, parking is proposed to be within the Vehicular Use Area near the existing concession stand, to the south of the baseball/softball fields. The exact location and number of parking spaces will be determined as part of the development plan review process. Staff's proposed Condition 10 addresses the provision of off-street parking .**

*(3)The noise, glare or odor effects of the special exception on surrounding properties;*

**The proposed recreational areas are located on the southern portion of the site, farther away from existing residential areas. Additionally, Condition # requires 10-foot high walls to be installed with acoustic wrapping to provide further sound attenuation. Hours of operation are proposed from 7:00 AM to 9:00 PM, which aligns with the limited use hours for outdoor recreation in Sec. 404.64. Staff has proposed a condition requiring downward facing lighting and for all lighting except security lighting to be prohibited after 11 pm or before 7:00 AM. Staff has not found any likely effects of odor to result from the approval of this special exception.**

*(4)Refuse and service areas, with particular reference to location, screening and items (1) and (2);*

**Adequate space exists on site for refuse and services areas associated with this use. The exact location would be determined as part of the development plan review process.**

*(5)Utilities, with reference to location and availability;*

**The site is located outside of the Urban Cluster boundary line and is not required to connect to centralized water and sewer lines. The site will be served by on site well(s) and septic tank(s).**

*(6)Screening and buffering with reference to type, dimensions and character;*

**Table 407.43.1 of the ULDC indicates required boundary buffers. According to this table, Agriculture type buffers will be required along the northern and western boundaries of the site. The applicant has proposed a condition requiring a 50ft buffer along all property boundaries, retaining existing canopy, which will exceed the code requirement.**

*(7) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility with surrounding properties;*

**The applicant has not proposed any signage as part of this request. Any signage proposed in the future will need to comply with the signage requirements of Article III, Chapter 407 of the ULDC.**

**Downward-facing exterior lighting has been proposed in order for the facility to be used during nighttime (9pm closing time). Staff has proposed that all lighting other than security lighting be extinguished from 11pm until 7am.**

*(8) Required yards and other greenspace;*

**The required building setbacks for the Agricultural zoning district are 40 ft. (front and rear) and 20 ft. (sides). As shown on the special exception master plan, all buildings will be at least 50 ft. from property lines due to the condition of a perimeter buffer.**

*(9) General compatibility with surrounding properties; and*

**“Compatibility” is defined in the Community Planning Act (F.S. 163.3164) as “a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition”.**

**The proposed outdoor recreation facility is located just outside of the Urban Cluster on a parcel with a future land use designation of Rural/Agriculture and Agricultural zoning. Properties surrounding the site to the east, south and west share the same land use designation and zoning. The northern property is part of a Traditional Neighborhood Development. The proposed facility and outdoor recreational area is located over 700 ft. from the nearest residential area (located in the Veve TND), helping to reduce noise impacts. Property boundary buffers have also been proposed to mitigate potential impacts from the use.**

(10) *Any special requirements set forth in this ULDC for the particular use involved.*

**Chapter 404.64 (Outdoor recreation) sets limited use standards which, if exceeded, require a special exception approval by the BoCC. The applicant's proposal exceeds the maximum (1,000) sq. ft. for permanent structures as well as the use of an audio system and lighting. Therefore, this application has been submitted in order to comply.**

## **Staff Recommendation**

Staff recommends that the Planning Commission recommend that the Board of County Commissioners **approve Z24-000007**, with the conditions and bases as listed in the staff report.

## **Conditions**

- 1) This Special Exception shall allow an outdoor recreation facility on parcel number 07089-002-000.
- 2) Hours of operation shall be Monday – Sunday, 7:00 am – 9:00 pm.
- 3) A maximum of 6,500 sq. ft. of enclosed building area shall be allowed. Up to 50% of this sq. ft. may be used for food and beverage service and the sale of items related to the on-site sporting activities. Food and beverage service and the sale of items related to the on-site sporting activities shall be ancillary and accessory in nature and limited to structure(s) within the Outdoor Recreation Area as identified on the Special Exception Master Plan.
- 4) Outdoor lighting shall comply with Chapter 407, Article XIV. No outdoor lighting (except security lighting) shall occur after 11:00 pm or before 7:00 am.
- 5) Any audio system used shall be controlled to comply with Table 1 of Sec. 110.04 in the Alachua County Code.
- 6) Proposed site improvements shall be consistent with the Special Exception Master Plan, which delineates the approximate location of all on-site uses. The minimum distance of the Outdoor Recreation Area to adjacent property lines shall be 50 feet.
- 7) Development Plan approval shall be required for proposed on-site improvements.

- 8) The existing pedestrian trail network shall be maintained as a fitness trail and will be open to the public.
- 9) A 50-foot wide natural vegetative buffer shall be maintained along all property lines and shall retain all existing canopy trees. A pedestrian trail network is also a permitted use in this area.
- 10) Between 50 to 70 paved parking spaces shall be provided on site within the Vehicular Use Area as shown on the Special Exception Master Plan. Additional overflow grass parking is also permitted as shown on the Special Exception Master Plan.
- 11) Sports courts may be covered with overhead canopies.
- 12) A minimum 10-foot tall fence with acoustic wraps (designed to achieve a minimum sound attenuation of 24 decibels) shall be installed around pickleball courts.

## Bases

1. **Objective 6.2 of the Future Land Use Element of the Comprehensive Plan** identifies outdoor recreation as an allowed use in the Rural/Agriculture future land use designation. The site has a Rural/Agriculture future land use designation.
2. The application is consistent with **Objective 1.4 of the Recreation Element of the Comprehensive Plan** which encourages the provision of recreational sites by the private sector.
3. **Sec. 404.64 of the Unified Land Development Code** provides limited use standards for outdoor recreation. When these are exceeded a special exception must be approved by the Board of County Commissioners. The applicant has submitted a special exception application in order to comply.
4. **Sec. 402.113 of the Unified Land Development Code** provides the following criteria for the approval of special exceptions:
  - (a) *The proposed use is consistent with the comprehensive plan and ULDC;*

*(b)The proposed use is compatible with the existing land use pattern and future uses designated by the comprehensive plan;*

*(c)The proposed use shall not adversely affect the health, safety, and welfare of the public; and*

*(d)Satisfactory provisions and arrangements have been made concerning the following matters, where applicable:*

*(1)Ingress and egress to the property and proposed structures thereon with particular reference to automotive, bicycle, and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;*

*(2)Off-street parking and loading areas where required, with particular attention to item (1) above;*

*(3)The noise, glare or odor effects of the special exception on surrounding properties;*

*(4)Refuse and service areas, with particular reference to location, screening and items (1) and (2);*

*(5)Utilities, with reference to location and availability;*

*(6)Screening and buffering with reference to type, dimensions and character;*

*(7)Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility with surrounding properties;*

*(8)Required yards and other greenspace;*

*(9)General compatibility with surrounding properties; and*

*(10)Any special requirements set forth in this ULDC for the particular use involved.*

Staff has evaluated the special exception application for compliance with the above listed criteria. The special exception, as conditioned, is consistent with the Comprehensive Plan and ULDC. The proposed use of outdoor recreation is recognized as an allowed use in the Comprehensive Plan and ULDC for parcels with a future land use designation of Rural/Agriculture and Agricultural zoning. The proposed use is compatible with the existing land use pattern and future uses

designated in the Comprehensive Plan. The proposed use will not adversely affect the health, safety or welfare of the public.

Satisfactory measures have been made to address ingress and egress to the site. The site will use an existing easement for ingress/egress and an area for dedicated off-street parking has been identified of the Special Exception Master Plan (within the Vehicular Use Area). Staff has proposed a condition to limit noise from any sound systems used to comply with standards as listed in Chapter 110 (Noise Control) of the Alachua County Code. The proposed use is not expected to produce any glare or odors. Refuse and service areas will be provided within a portion of the Outdoor Recreation Area as identified on the Master Plan.

The site is located outside of the Urban Cluster and will not be required to connect to centralized water and sewer lines. The site will utilize well(s) and septic tank(s) for potable water and wastewater. Staff has proposed a medium-density, 50 ft. wide buffer along the perimeter of the site, retaining existing tree canopy. The applicant has not proposed any signage as part of this special exception request. However, if any signage is proposed in the future it will need to comply with Chapter 407, Article III of the Unified Land Development Code. Staff has proposed a condition that exterior lighting comply with Chapter 407, Article XIV of the ULDC and be prohibited from 11pm-7am.

The proposed use will comply with the required setbacks for the Agricultural zoning district and the specific setbacks for this use. As conditioned, the outdoor recreation facility will be generally compatible with surrounding properties. The proposed special exception complies with the specific requirements set forth in the ULDC for outdoor recreation.

## **Staff and Agency Comments**

### **Department of Environmental Protection**

Gopher Tortoise burrow(s) were located near the property. The property owner/applicant shall follow all Florida Fish and Wildlife Conservation Commission guidelines and obtain any required state permits regarding Gopher Tortoise protection,

prior to clearing vegetation, grading or filling the site [Sec. 406.05, ULDC; Sec. 406.28, ULDC].

**Department of Public Works**

No comment.

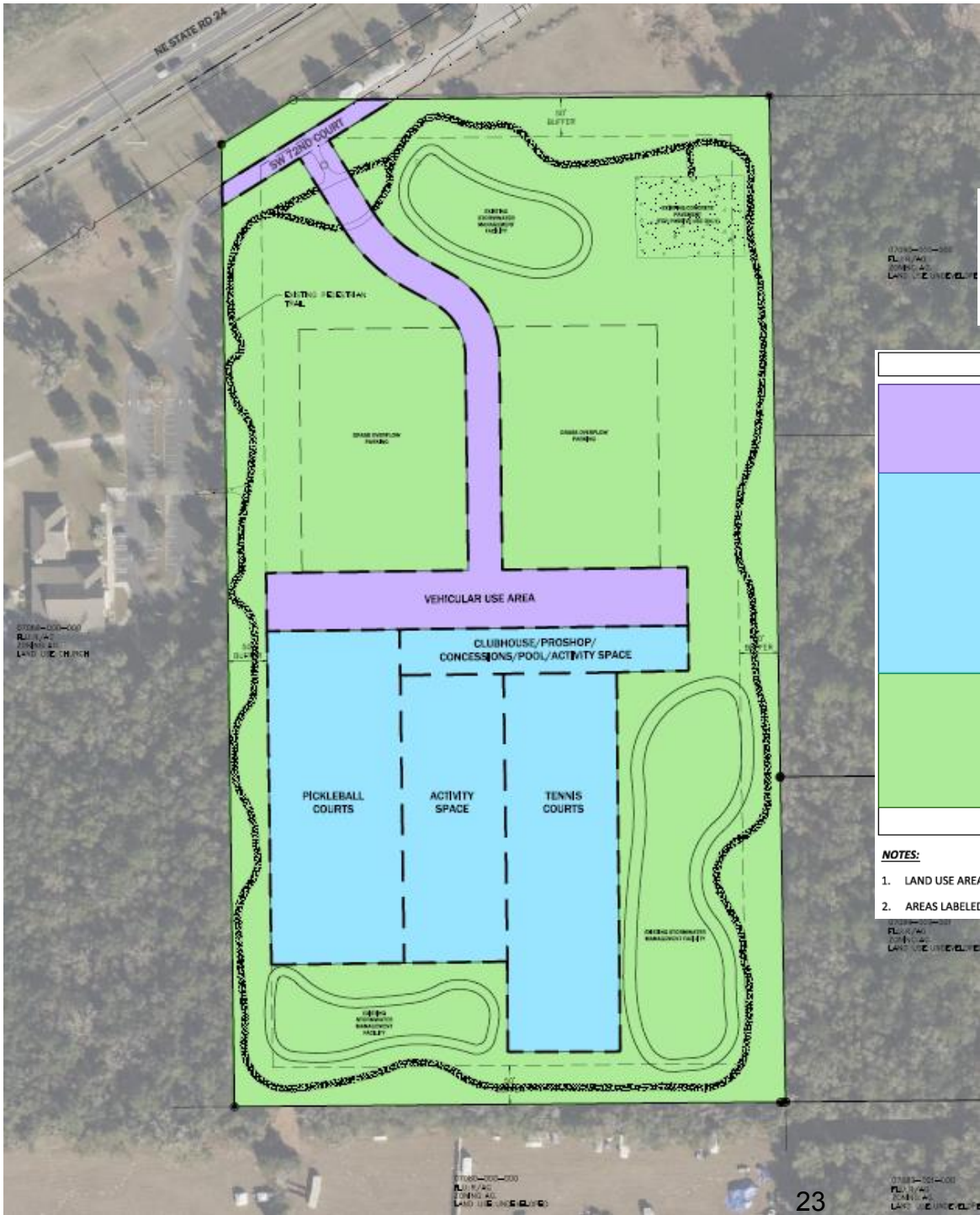
**Transportation**

No comment.

**Fire/Rescue**

No comment.





# Proposed Special Exception Master Plan

LAND USE AREAS		
	<b>VEHICULAR USE AREA</b> <ul style="list-style-type: none"> <li>• ACCESS DRIVEWAY</li> <li>• PARKING LOT</li> <li>• STORMWATER AREAS</li> </ul>	1.7 ACRES ±
	<b>OUTDOOR RECREATION AREA</b> <ul style="list-style-type: none"> <li>• TENNIS/PICKLE BALL COURTS</li> <li>• TABLE TENNIS/BADMINTON</li> <li>• COVERED PAVILIONS</li> <li>• ACTIVITY SPACE</li> <li>• SWIMMING POOL</li> <li>• CLUB HOUSE BUILDING</li> <li>• CONCESSION/PRO SHOP BUILDING</li> <li>• RESTROOMS</li> <li>• STORMWATER AREAS</li> <li>• EQUIPMENT STORAGE BUILDING(S)</li> </ul>	5.1 ACRES ±
	<b>GREEN SPACE AREA</b> <ul style="list-style-type: none"> <li>• PASSIVE OUTDOOR RECREATION AREAS</li> <li>• PEDESTRIAN TRAILS</li> <li>• LANDSCAPED AREAS</li> <li>• STORMWATER AREAS</li> <li>• BUFFER AREAS</li> <li>• TEMPORARY GRASS OVERFLOW PARKING</li> </ul>	14.2 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

- NOTES:**
1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
  2. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.



**Alachua County**  
**Department of Growth Management**  
 10 SW 2<sup>nd</sup> Ave., Gainesville, FL 32601  
 Tel. 352.374.5249, Fax. 352.338.3224  
<http://growth-management.alachuacounty.us>

Submit Application to:  
**Development Services Division**

## ZONING APPLICATION

For Rezoning (except Planned Developments) and Special Use Permits and Special Exceptions (including Minor SUP's and SE's).

### GENERAL INFORMATION ( BY APPLICANT/ AGENT )

Applicant/Agent: eda consultants, inc. Contact Person: Clay Sweger, AICP, LEED AP  
 Address: 720 SW 2nd Ave, South Tower, Suite 300, Gville, FL 32601 Phone: ( 352 ) 373 - 3541  
 Email address: csweger@edafl.com

### SUBJECT PROPERTY DESCRIPTION


Property Owner: Wu Lingzheng Property Address: 9409 SW Archer Road  
 City: Gainesville State: Florida Zip: 32608 Phone: (      )      -       
 Tax Parcel #: 07089 - 002 - 000 Section: 31 Township: 10 Range: 19 Grant: N/A  
 Total Acreage: 21.05 +/- Zoning: Agricultural Land Use: Rural/Agriculture

### TYPE OF REQUEST

- Rezoning From: \_\_\_\_\_ To: \_\_\_\_\_
- Special Use Permit For: \_\_\_\_\_
- Minor Special Use Permit For: \_\_\_\_\_
- Special Exception For: Outdoor Recreation (ULDC Ch. 404.64)
- Minor Special Exception For: \_\_\_\_\_

### CERTIFICATION

I, the undersigned applicant, hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief. I hereby grant the appropriate County personnel permission to enter the subject property during reasonable hours so that they may investigate and review this zoning request.

Signature of Applicant/Agent:  Date: 8/29/24

**Applications shall be submitted no later than 4:00 PM on the submittal deadline date**



### REQUIRED ATTACHMENTS

The following items must accompany your application at the time of submittal. No applications will be accepted without these attachments. Please submit the application fee, check made payable to Alachua County Board of County Commissioners, one paper copy and one digital copy of the following:

- Proof of neighborhood workshop, where applicable.
- Legal description.
- Property Owner's Affidavit, notarized.
- Proof of payment of taxes on all parcels.
- Detailed directions to the site.
- Detailed description of request and an explanation of why the request is consistent with the County's Comprehensive Plan and Unified Land Development Code.
- An analysis of the impact of the proposed development on public facilities and services.
- Survey or scaled drawing of property showing boundaries of property and adjacent properties, roads, easements, and all structures on site.
- Proposed site plans, no larger than 11" by 17", for all Special Use Permits, Special Exceptions, and Rezoning to RM or RM-1. Site plans should display the following:
  - Property boundaries and dimensions.
  - Existing and proposed buildings, additions, or structures, with distances from the property boundaries shown.
  - Streets, sidewalks, drives, parking and loading areas, and similar features.
  - Proposed landscape plan, if applicable.
- Environmental Resources Checklist, conducted by a qualified professional (certain requests may require a more extensive natural resources assessment).
- NA* Additional requirements (listed separately) for Special Use Permits for Mining Operations, Excavation and Fill Operations, and for Personal Wireless Services Facilities.
- N/A* Other \_\_\_\_\_  
 Planning staff reserves the right to require additional information for all applications where such submission is necessary to insure compliance with applicable criteria in the individual case.
- A digital copy of each of the above, in either Microsoft Word or Adobe PDF format.



**Alachua County, Board of County Commissioners**  
**Department of Growth Management**  
 10 SW 2<sup>nd</sup> Ave., Gainesville, FL 32601  
 Tel. 352.374.5249, Fax. 352.338.3224  
<http://growth-management.alachuacounty.us>

Submit Application to:  
**Development Services Division**

**PROPERTY OWNERS' AFFIDAVIT**

Wu Lingzheng \_\_\_\_\_  
 Owner Application No. \_\_\_\_\_

N/A \_\_\_\_\_  
 Additional Owners

eda consultants, inc. \_\_\_\_\_  
 Appointed Agent(s)

07089-002-000 \_\_\_\_\_ 31 \_\_\_\_\_ 10 \_\_\_\_\_ 19 \_\_\_\_\_  
 Parcel Number(s) Section Township Range

Special Exception \_\_\_\_\_  
 Type of Request

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

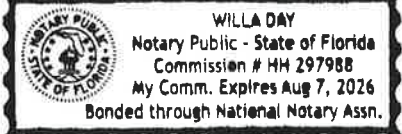
1. That I am (we are) the owner(s) and record title holder(s) of the property described in the attached legal description;
2. That this property constitutes the property for which the above noted land use request is being made to the Alachua County Board of County Commissioners;
3. That I (we), the undersigned, have appointed, and do appoint, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to induce the Alachua County Board of County Commissioners to consider and act on the subject request;
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

[Signature]  
 Owner (signature)

\_\_\_\_\_  
 Owner (signature)

\_\_\_\_\_  
 Owner (signature)

STATE OF FLORIDA  
 COUNTY OF ALACHUA



(SEAL ABOVE)  
Willa Day  
WILLA DAY

SWORN AND SUBSCRIBED BEFORE ME  
 THIS 16<sup>th</sup> DAY OF SEPTEMBER 2024  
 BY LINGZHENG WU  
WHO IS/ARE PERSONALLY KNOWN TO ME OR HAS/HAVE PRODUCED AS IDENTIFICATION

\_\_\_\_\_  
 (TYPE OF IDENTIFICATION)

Notary Public, Commission No. HH 297988  
 (Name of Notary typed, printed, or stamped)

Sign Up for Property Watch

## Parcel Summary

**Parcel ID** 07089-002-000  
**Prop ID** 64711  
**Location Address** 9409 SW ARCHER RD  
 GAINESVILLE, FL 32608  
**Neighborhood/Area** 125331.01  
**Subdivision**  
**Legal Description** COM NW COR OF NE1/4 S 00 DEG 11 MIN 23 SEC W 835.90 FT N 59 DEG 05 MIN 53 SEC E  
 776.35 FT N 59 DEG 05 MIN 53 SEC E 724.77 FT POB N 59 DEG 05 MIN 53 SEC E 51.58 FT S  
 00 DEG 06 MIN 23 SEC 1266.88 FT N 89 DEG 36 MIN 32 SEC W 44.21 FT N 00 DEG 06 MIN  
 23 SEC E  
 (Note: \*The Description above is not to be used on legal documents.)  
**Property Use Code** CLB/LDG/UN HALL (07700)  
**Sec/Twp/Rng** 31-10-19  
**Tax Area** ST. JOHN'S (0400)  
**Acres** 24.77  
**Homesteaded** False

No Image Available

[View Map](#)

## Millage Rate Value

Millage Rate: 19.0761

## Owner Information

[WU LINGZHENG](#)

3880 SW 106TH ST  
GAINESVILLE, FL 32608

## Valuation

	2024 Proposed Values	2023 Certified Values	2022 Certified Values	2021 Certified Values
Improvement Value	\$65,130	\$65,238	\$65,333	\$67,191
Land Value	\$297,240	\$152,430	\$185,930	\$185,930
Land Agricultural Value	\$0	\$0	\$0	\$0
Agricultural (Market) Value	\$0	\$0	\$0	\$0
Just (Market) Value	<b>\$362,370</b>	<b>\$217,668</b>	<b>\$251,263</b>	<b>\$253,121</b>
Assessed Value	\$362,370	\$217,668	\$251,263	\$253,121
Exempt Value	\$0	\$0	\$0	\$0
Taxable Value	\$362,370	\$217,668	\$251,263	\$253,121
Maximum Save Our Homes Portability	\$0	\$0	\$0	\$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

**TRIM Notice**

2024 TRIM Notice (PDF)

2023 TRIM Notice (PDF)

**Land Information**

Land Use	Land Use Desc	Acres	Square Feet	Zoning
7700	CLUB/LODGE/UNION HALL	23.50	1023660	A
7500	NON PROFIT ORG	1.27	55321.2	A

**Building Information**

Type	SOH MISC	Heat	
Total Area	48,219	HC&V	
Heated Area		HVAC	
Exterior Walls		Bathrooms	
Interior Walls		Bedrooms	
Roofing		Total Rooms	
Roof Type		Stories	1.0
Frame		Actual Year Built	0
Floor Cover		Effective Year Built	2007

**Sub Area**

Type	Description	Sq. Footage	Quality	Imprv Use
3542	CANOPY 2	858		C6
3600	CONCESSION	1,254		C5
3760	DUGOUT	189		C5
3760	DUGOUT	189		C5
3760	DUGOUT	189		C5
3760	DUGOUT	189		C5
3883	FENCE CL	25,500		C1
4680	PAVING 1	19,850		C1
5400	WELL	1		C1

## Sales

Sale Date	Sale Price	Instrument	Book	Page	Link to Official Records
6/26/2024	\$1,200,000	MS	5166	2769	<a href="#">Link (Clerk)</a>
10/20/2023	\$100	WD	5128	1877	<a href="#">Link (Clerk)</a>
11/14/2014	\$69,900	WD	4314	233	<a href="#">Link (Clerk)</a>
5/13/2014	\$315,000	MS	4278	371	<a href="#">Link (Clerk)</a>
2/19/2014	\$35,000	MS	4259	933	<a href="#">Link (Clerk)</a>
4/14/2004	\$100	SD	2891	1337	<a href="#">Link (Clerk)</a>

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

## Permits

Permit Number	Type	Primary	Active	Issue Date	Value
2007010042	AMUSEMENT/SOCIAL/REC.	Yes	No	2/5/2007	\$175,000

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

## Map



No data available for the following modules: Extra Features, Sketches, Photos.

This web application and the data herein is prepared for the inventory of real property found within Alachua County and is compiled from recorded deeds, plats, and other public records and data. Users of this web application and the data herein are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information. Alachua County Property Appraiser's Office assumes no legal responsibility for the information contained herein.  
| [User Privacy Policy](#) | [GDPR Privacy Notice](#)  
[Last Data Upload: 8/29/2024, 6:13:55 AM](#)

[Contact Us](#)







[Search](#) > Account Summary

## Real Estate Account #07089 002 000

**Owner:** MULTERRA LLC  
**Situs:** 9409 SW ARCHER RD  
 GAINESVILLE 32608  
[Parcel details](#)  
[Property Appraiser](#)



[Get bills by email](#)

### Amount Due

Your account is **paid in full**. There is nothing due at this time.  
Your last payment was made on **11/28/2023** for **\$4,951.80**.

### Account History

BILL	AMOUNT DUE	STATUS	ACTION
<a href="#">2023 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$4,951.80 11/28/2023	<b>Receipt</b> #23-0041844 <a href="#">Print (PDF)</a>
<a href="#">2022 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,542.74 12/19/2022	<b>Receipt</b> #22-0064096 <a href="#">Print (PDF)</a>
<a href="#">2021 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,650.34 11/10/2021	<b>Receipt</b> #21-0017794 <a href="#">Print (PDF)</a>
<a href="#">2020 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,767.38 12/09/2020	<b>Receipt</b> #20-0056344 <a href="#">Print (PDF)</a>
<a href="#">2019 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$6,142.35 02/06/2020	<b>Receipt</b> #19-0102310 <a href="#">Print (PDF)</a>
<a href="#">2018 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,886.51 11/19/2018	<b>Receipt</b> #18-0023622 <a href="#">Print (PDF)</a>
<a href="#">2017 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$6,165.51 12/21/2017	<b>Receipt</b> #17-0067445 <a href="#">Print (PDF)</a>
<a href="#">2016 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,774.04 11/29/2016	<b>Receipt</b> #16-0039016 <a href="#">Print (PDF)</a>
<a href="#">2015 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$5,154.78 11/23/2015	<b>Receipt</b> #15-0026749 <a href="#">Print (PDF)</a>
<a href="#">2014 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$76.86 12/23/2014	<b>Receipt</b> #14-0058445 <a href="#">Print (PDF)</a>
<a href="#">2013 Annual Bill</a> ⓘ	\$0.00	<b>Paid</b> \$39.28 02/21/2014	<b>Receipt</b> #13-0095845 <a href="#">Print (PDF)</a>
<a href="#">2012</a> ⓘ			
<a href="#">2012 Annual Bill</a>	\$0.00	<b>Paid</b> \$60.65 02/21/2014	<b>Receipt</b> #13-0095845 <a href="#">Print (PDF)</a>
<a href="#">Certificate #2689</a>		<b>Redeemed</b> 02/21/2014	<b>Face</b> \$47.93, <b>Rate</b> 18%
		<b>Paid \$60.65</b>	
<b>2011 Not Available</b>	Please call for amount due.		
<b>2010 Not Available</b>	Please call for amount due.		
<b>2009 Not Available</b>	Please call for amount due.		
<b>2008 Not Available</b>	Please call for amount due.		
<b>2007 Not Available</b>	Please call for amount due.		
<b>2006 Not Available</b>	Please call for amount due.		
<b>2005 Not Available</b>	Please call for amount due.		
<b>Total Amount Due</b>	<b>\$0.00</b>		

\$35.50

\$8,400

Prepared by and return to:

Kelley D. Jones  
Attorney at Law  
Kelley D. Jones, P.A.  
4110 NW 37th Place Suite B  
Gainesville, FL 32606  
352-377-2004  
File Number: 24-135

RECORDED IN OFFICIAL RECORDS  
INSTRUMENT # 3566404 4 PG(S)  
6/28/2024 3:34 PM  
BOOK 5166 PAGE 2769  
J.K. JESS IRBY, ESQ.--Clerk  
Clerk of the Court, Alachua County, Florida  
ERECORDED Receipt # 1213627  
Doc Stamp-Mort: \$0.00  
Doc Stamp-Deed: \$8,400.00  
Intang. Tax: \$0.00

\$1,200,000

[Space Above This Line For Recording Data]

## Warranty Deed

**This Warranty Deed** made this 26th day of June, 2024 between

**Braid Properties LLC** a Florida limited liability company whose post office address is 3914 SW 95th Drive, Gainesville, FL 32608, grantor, and

**Lingzheng Wu** whose post office address is 3880 SW 106th Street, Gainesville, FL 32608, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

**Witnesseth**, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida** to-wit:

See Exhibit "A" attached hereto and made a part hereof as if fully set forth herein.

Parcel Identification Number: 07089 002 000 & 07089-002-001

Subject to taxes for 2024 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

**Together** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2023**.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

*[Handwritten Signature]*

Witness Name: Kelley O Jones  
Witness Address : 4110 NW 37th Place, Suite B,  
Gainesville, FL 32606

Braid Properties LLC, a Florida Limited Liability Company

By *[Handwritten Signature]*  
Neil Russell Euliano, II, Manager

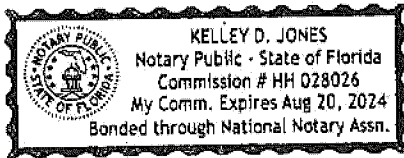
*[Handwritten Signature]*

Witness Name: Pamela Kay O'Steen  
Witness Address : 4110 NW 37th Place, Suite B,  
Gainesville, FL 32606

State of Florida  
County of Alachua

The foregoing instrument was acknowledged before me by means of  physical presence or  online notarization, this 26 day of June, 2024 by Neil Russell Euliano, II, Manager of Braid Properties LLC, a Florida Limited Liability Company, on behalf of the company, who  is personally known to me or  has produced a driver's license as identification.

[Notary Seal]



*[Handwritten Signature]*  
\_\_\_\_\_  
Notary Public  
Printed Name: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

## EXHIBIT "A"

### **PARCEL 1**

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHEAST QUARTER (N 1/2 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST ONE-QUARTER, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST, 835.90 FEET; THENCE NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST, 776.35 FEET; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST, 724.77 FEET TO THE **POINT OF BEGINNING**; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST, 51.58 FEET; THENCE SOUTH 00 DEGREES 06 MINUTES 23 SECONDS WEST, 1266.88 FEET; THENCE NORTH 89 DEGREES 36 MINUTES 32 SECONDS WEST, 44.21 FEET; THENCE NORTH 00 DEGREES 06 MINUTES 23 SECONDS EAST, 1240.08 FEET TO THE **POINT OF BEGINNING**.

### **AND**

THE WEST ONE HALF OF THE NORTHEAST ONE QUARTER OF THE NORTHEAST ONE QUARTER (W 1/2 OF NE 1/4 OF NE 1/4) LYING SOUTH OF RAILROAD RIGHT OF WAY.

### **PARCEL 2**

BEGIN AT THE NORTHEAST CORNER OF NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE 1/4 OF NE 1/4) AND THENCE RUN SOUTH 13.3 CHAINS TO THE SOUTHEAST CORNER OF MELVIN BAILEY LOT FOR THE **POINT OF BEGINNING**. FROM SAID POINT OF BEGINNING, THENCE RUN WEST 10.00 CHAINS; THENCE RUN SOUTH 6.7 CHAINS; THENCE RUN EAST 10.00 CHAINS; AND THENCE RUN NORTH 6.7 CHAINS TO THE **POINT OF BEGINNING**. LYING AND BEING IN SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA.

SAID PROPERTY BEING ONE AND THE SAME AS AND MORE PARTICULARLY DESCRIBED AS:

A PARCEL OF LAND LYING IN THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (E 1/2 OF THE NE 1/4 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A NAIL & DISK (LB 2389) AT THE NORTHEAST CORNER OF SAID SECTION 31 FOR THE POINT OF REFERENCE; THENCE RUN SOUTH 00°10'00" EAST, ALONG THE EAST LINE OF SAID SECTION 31, A DISTANCE OF 877.80 FEET (13.3 CHAINS) TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHEAST CORNER OF THE NORTH 13.3 CHAINS OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4 AND THE **POINT OF BEGINNING**; THENCE RUN NORTH 89°37'04" WEST, ALONG

~~THE SOUTH LINE OF SAID NORTH 13.3 CHAINS, A DISTANCE OF 665.91 FEET TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHWEST CORNER OF SAID NORTH 13.3 CHAINS; THENCE RUN SOUTH 00°03'10" EAST, ALONG THE WEST LINE OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4, A DISTANCE OF 419.02 FEET TO A 5/8" REBAR & CAP (LB 5075) AT THE SOUTHWEST CORNER OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4; THENCE RUN SOUTH 89°36'48" EAST, ALONG THE SOUTH LINE OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4, A DISTANCE OF 666.74 FEET TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHEAST CORNER OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4; THENCE RUN NORTH 00°10'00" WEST, ALONG THE EAST LINE OF SAID SECTION 31, A DISTANCE OF 419.07 FEET TO THE POINT OF BEGINNING.~~

## DETAILED DIRECTIONS TO SITE

---

### County Annex Building

10 SW 2nd Ave, Gainesville, FL 32601

- Follow S Main St and SW Williston Rd to SW 62nd Ave

11 min (5.8 mi)

- Continue on SW 62nd Ave to FL-24 W/SW Archer Rd/NE State Rd 24

3 min (1.9 mi)

- ↶ Turn left onto FL-24 W/SW Archer Rd/NE State Rd 24

4 min (2.4 mi)

- Drive to your destination

2 min (0.2 mi)

### 9409 SW Archer Rd

Gainesville, FL 32608

## LEGAL DESCRIPTION

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**PARCEL 1:**

**COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 835.90 FEET; THENCE NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 776.35 FEET; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 724.77 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 51.58 FEET; THENCE SOUTH 00 DEGREES 06 MINUTES 23 SECONDS WEST 1266.88 FEET; THENCE NORTH 89 DEGREES 36 MINUTES 32 SECONDS WEST 44.21 FEET; THENCE NORTH 00 DEGREES 06 MINUTES 23 SECONDS EAST 1240.08 FEET TO THE POINT OF BEGINNING AND THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 LYING SOUTH OF RAILROAD.**

**PARCEL IDENTIFICATION NUMBER: 07089 002 000**

# BOUNDARY SURVEY

LYING IN SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST,  
ALACHUA COUNTY, FLORIDA

LEGAL DESCRIPTION: (AS FURNISHED)

**PARCEL 1:**  
COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 835.90 FEET; THENCE NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 776.35 FEET; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 724.77 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 51.58 FEET; THENCE SOUTH 00 DEGREES 06 MINUTES 23 SECONDS WEST 1266.88 FEET; THENCE NORTH 89 DEGREES 36 MINUTES 32 SECONDS WEST 44.21 FEET; THENCE NORTH 00 DEGREES 06 MINUTES 23 SECONDS EAST 1240.08 FEET TO THE POINT OF BEGINNING AND THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 LYING SOUTH OF RAILROAD.  
PARCEL IDENTIFICATION NUMBER: 07089 002 000

**PARCEL 2:**  
BEGIN AT THE NORTHEAST CORNER OF NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE 1/4 OF NE 1/4) AND THENCE RUN SOUTH 13.3 CHAINS TO THE SOUTHEAST CORNER OF MELVA BAILEY LOT FOR THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING, THENCE RUN WEST 10.00 CHAINS, THENCE RUN SOUTH 6.7 CHAINS, THENCE RUN EAST 10.00 CHAINS AND THENCE RUN NORTH 6.7 CHAINS TO THE POINT OF BEGINNING. LYING AND BEING IN SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA.  
PARCEL IDENTIFICATION NUMBER: 07089-002-001

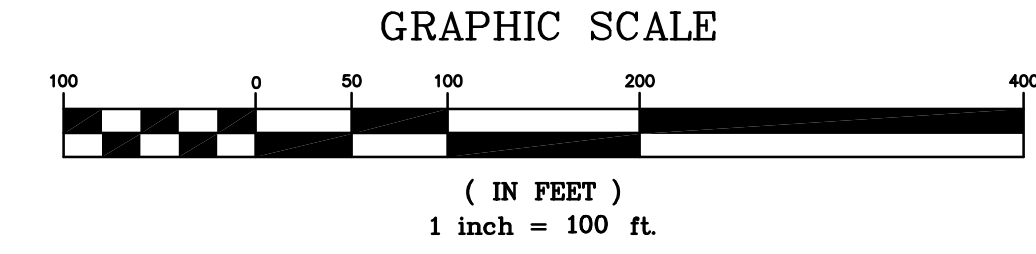
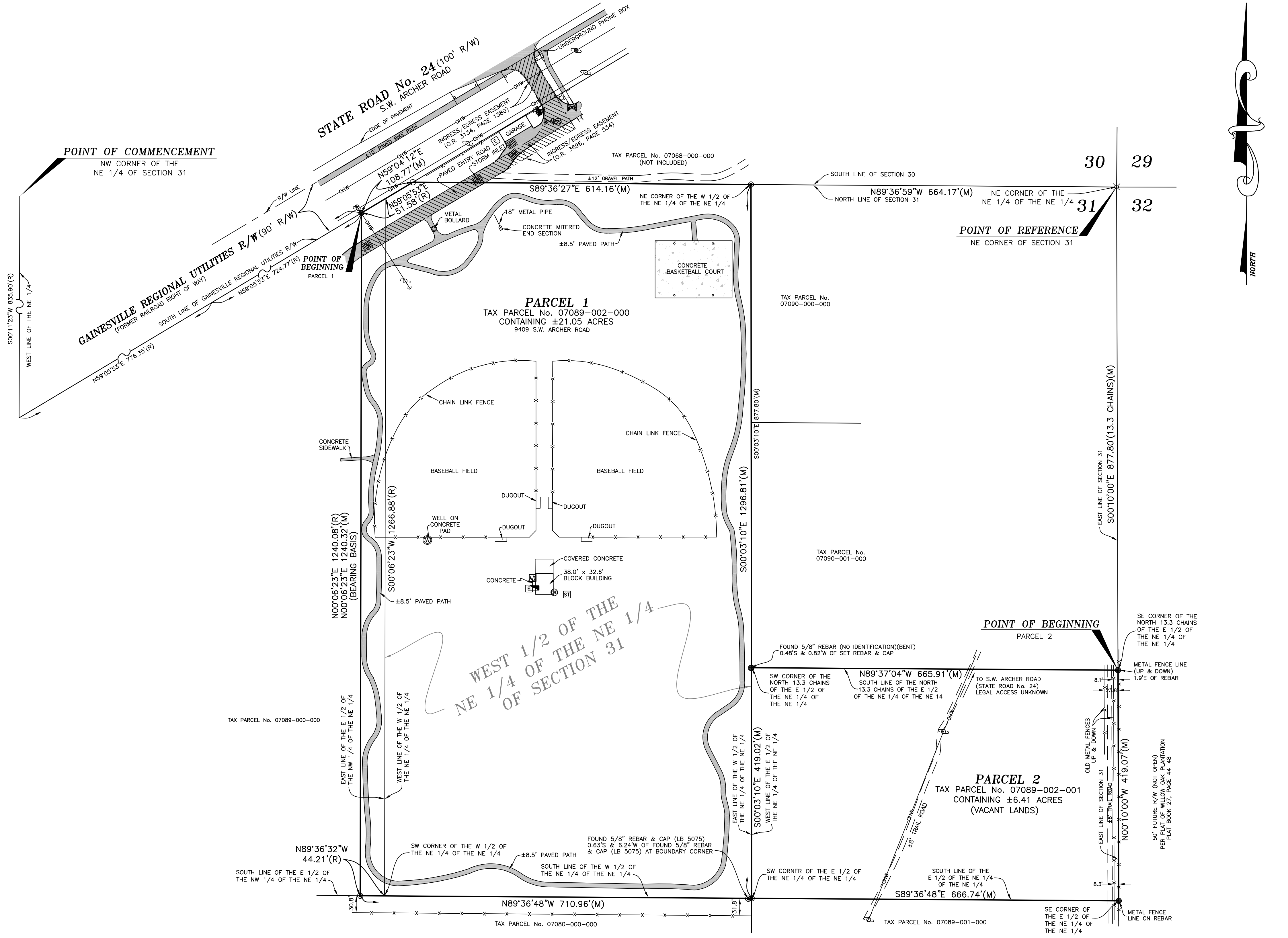
PARCEL 2 BEING MORE ACCURATELY DESCRIBED AS FOLLOWS: (BY THIS SURVEYOR)

A PARCEL OF LAND LYING IN THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (E 1/2 OF THE NE 1/4 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A NAIL & DISK (LB 2389) AT THE NORTHEAST CORNER OF SAID SECTION 31 FOR THE POINT OF REFERENCE; THENCE RUN SOUTH 00°10'00" EAST, ALONG THE EAST LINE OF SAID SECTION 31, A DISTANCE OF 877.80 FEET (13.3 CHAINS) TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHWEST CORNER OF THE NORTH 13.3 CHAINS OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4 AND THE POINT OF BEGINNING; THENCE RUN NORTH 89°37'04" WEST, ALONG THE SOUTH LINE OF SAID NORTH 13.3 CHAINS, A DISTANCE OF 665.91 FEET TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHWEST CORNER OF SAID NORTH 13.3 CHAINS; THENCE RUN SOUTH 00°03'10" EAST, ALONG THE WEST LINE OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4, A DISTANCE OF 419.02 FEET TO A 5/8" REBAR & CAP (LB 5075) AT THE SOUTHWEST CORNER OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4; THENCE RUN SOUTH 89°36'48" EAST, ALONG THE SOUTH LINE OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4, A DISTANCE OF 666.74 FEET TO A 5/8" REBAR & CAP (PSM 6602) AT THE SOUTHWEST CORNER OF SAID E 1/2 OF THE NE 1/4 OF THE NE 1/4; THENCE RUN NORTH 00°10'00" WEST, ALONG THE EAST LINE OF SAID SECTION 31, A DISTANCE OF 419.07 FEET TO THE POINT OF BEGINNING.

- LEGEND:**
- = FOUND 5/8" REBAR & CAP (PSM 6602)
  - = FOUND 1/2" REBAR & CAP (LB 021)
  - ⊙ = FOUND 5/8" REBAR & CAP (LB 5075)
  - ⊗ = FOUND NAIL & DISK (LB 2389)
  - (C) = CALCULATED FROM RECORD DATA
  - (M) = MEASURED
  - (R) = PER LEGAL DESCRIPTION OF RECORD
  - R/W = RIGHT OF WAY
  - S.F. = SQUARE FEET
  - D.B. = DEED BOOK
  - O.R. = OFFICIAL RECORDS BOOK
  - X— = FENCE LINE
  - OHV— = OVERHEAD UTILITY LINE
  - AT&T— = AT&T LINE MARKER
  - FO— = FIBER OPTIC LINE MARKER
  - TP— = TELEPHONE PEDESTAL
  - M— = METAL SIGN
  - W— = WELL
  - G— = GUY ANCHOR
  - WP— = WOOD POWER POLE
  - MP— = METAL POWER POLE
  - ML— = METAL LIGHT POLE
  - AC— = AIR CONDITIONER
  - C— = CLEANOUT
  - ST— = SEPTIC TANK
  - SM— = SANITARY SEWER MANHOLE
  - ET— = ELECTRIC TRANSFORMER
  - WM— = WATER METER
  - WV— = WATER VALVE
  - SI— = STORM INLET
  - A— = ASPHALT PAVEMENT
  - C— = CONCRETE SURFACE
  - IE— = INGRESS/EGRESS EASEMENT PER O.R. 3134, PAGE 1380
  - IE— = INGRESS/EGRESS EASEMENT PER O.R. 3696, PAGE 534

- SURVEYOR'S NOTES:**
- THE BEARINGS SHOWN HEREON ARE BASED ON FIELD MEASUREMENTS PROJECTED FROM A RECORD BEARING OF NORTH 00°06'23" EAST ALONG THE WEST LINE OF THE SUBJECT PARCEL.
  - NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
  - THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
  - RECORDED EASEMENT AND/OR DEEDS NOT FURNISHED TO THE SURVEYOR ARE NOT SHOWN.
  - THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 12001C0430E FOR ALACHUA COUNTY, FLORIDA AND INCORPORATED AREAS, EFFECTIVE DATE SEPTEMBER 24, 2021, FOR ALACHUA COUNTY, COMMUNITY NUMBER 120001 PANEL NUMBER 0430 SUFFIX E.



JOB NUMBER: 24-082	FIELD BOOK - SEE FOLDER	DRAFTED: LAF	CHECKED: LAF
SHEET 1 OF 1	SURVEY DATE: 5/21/24		
CERTIFIED TO: LINGZHEIG WU KELLEY D. JONES, P.A. OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY	FLOWERS SURVEYING AND MAPPING INC 207 SE CONDOR GLEN HIGH SPRINGS, FLORIDA 32643 PHONE: (386)462-0130 EMAIL: FLOWERSURVEYING@GMAIL.COM		
LEIGH ANN FLOWERS PROFESSIONAL SURVEYOR & MAPPER FLA LICENSE NO. 6602			





## ENVIRONMENTAL RESOURCES ASSESSMENT CHECKLIST

Pursuant to Alachua County Comprehensive Plan 2002, as amended, Conservation Open Space Element Policy 3.4.1, applications for land use change, zoning change, and development approval shall be required to submit an inventory of natural resource information. The inventory shall include site specific identification, analysis and mapping of each resource present on or adjacent to the site. The identification and analysis shall indicate information sources consulted.

### Natural Resources Checklist:

Check "Yes" for each resource or resource characteristic identified and discuss and provide supporting material.

Check "N/A" for each resource or resource characteristic not present or otherwise relevant to the application.

- |     |                                     |     |                                     |  |
|-----|-------------------------------------|-----|-------------------------------------|--|
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Surface Waters (ponds, lakes, streams, springs, etc.)                                    |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Wetlands   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Surface Water or Wetland Buffers   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Floodplains (100-year)   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Special Area Study Resource Protection Areas (Cross Creek, Idylwild/Serenola, etc.)      |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Strategic Ecosystems (within or adjacent to mapped areas)                                |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Significant Habitat (biologically diverse natural areas)                                 |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Listed Species/Listed Species Habitats (FNAI S1, S2, & S3; State or Federally E, T, SSC) |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Non-native Invasive Species  |
| Yes | <input checked="" type="checkbox"/> | N/A | <input type="checkbox"/>            | Recreation/Conservation/Preservation Lands   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Significant Geological Features (caves, springs, sinkholes, etc.)                        |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | High Aquifer Recharge Areas  |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Wellfield Protection Areas   |
| Yes | <input checked="" type="checkbox"/> | N/A | <input type="checkbox"/>            | Wells  |
| Yes | <input checked="" type="checkbox"/> | N/A | <input type="checkbox"/>            | Soils  |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Mineral Resources Areas  |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Topography/Steep Slopes  |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Historical and Paleontological Resources   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Hazardous Materials Storage Facilities   |
| Yes | <input type="checkbox"/>            | N/A | <input checked="" type="checkbox"/> | Contamination (soil, surface water, ground water)  |

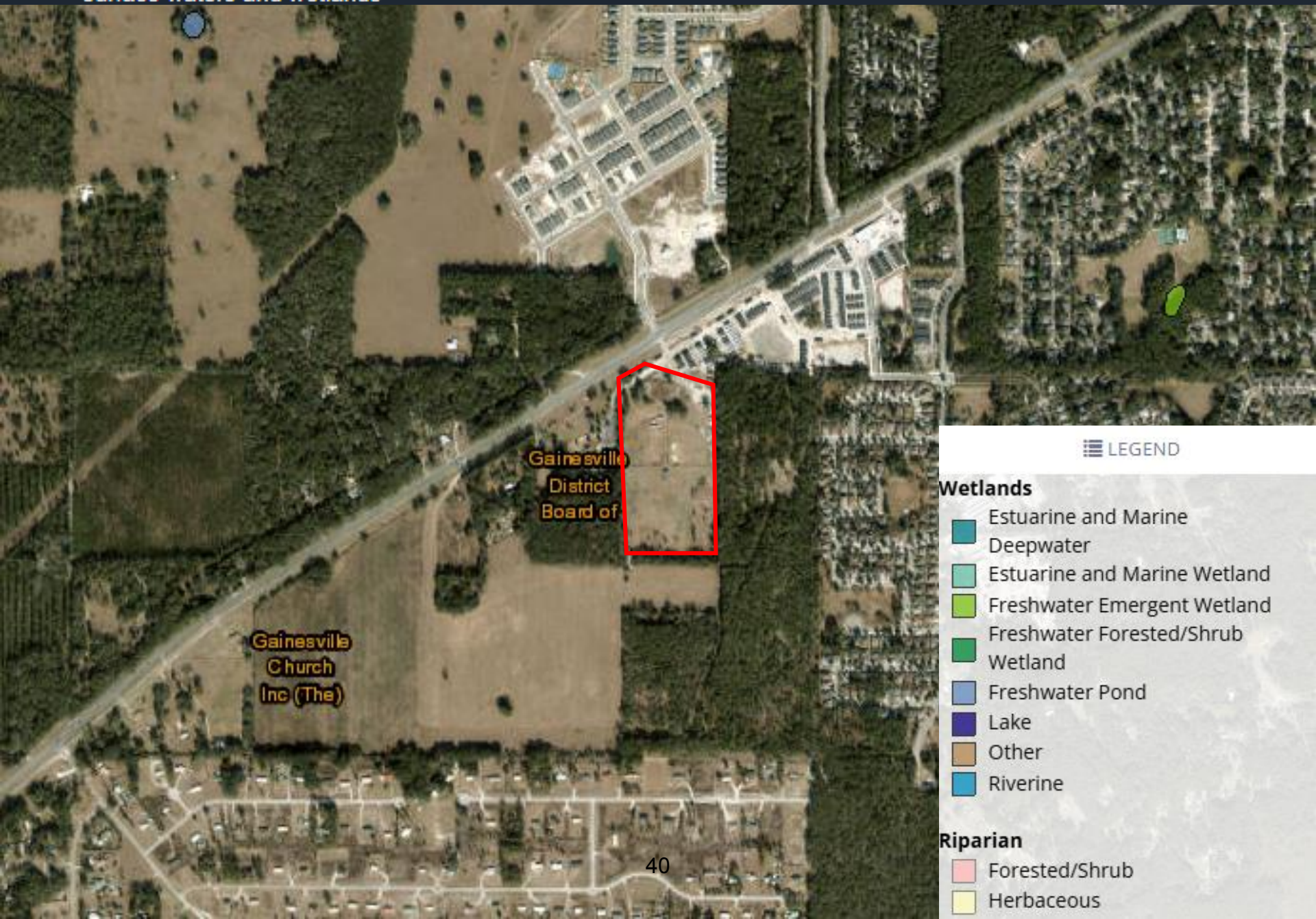
Signed: Clay Sweger Project #: \_\_\_\_\_ Date: 9-25-24

For assistance in completing this form, please visit the Alachua County Environmental Protection Department (ACEPD) website at <http://alachuacounty.us/Depts/EPD/Pages/EPD.aspx> or contact ACEPD at (352) 264-6800.



# National Wetlands Inventory

surface waters and wetlands



LEGEND

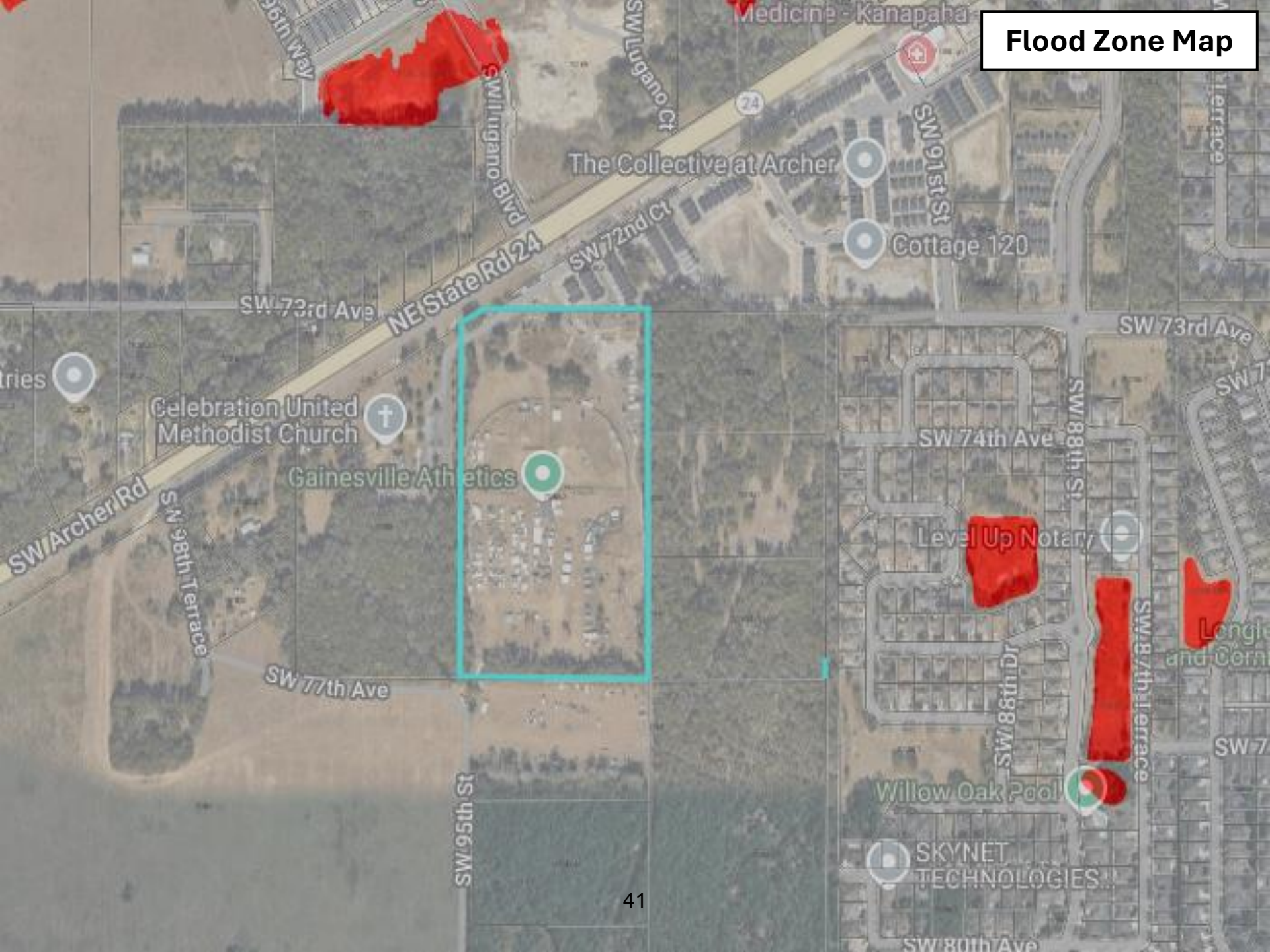
**Wetlands**

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

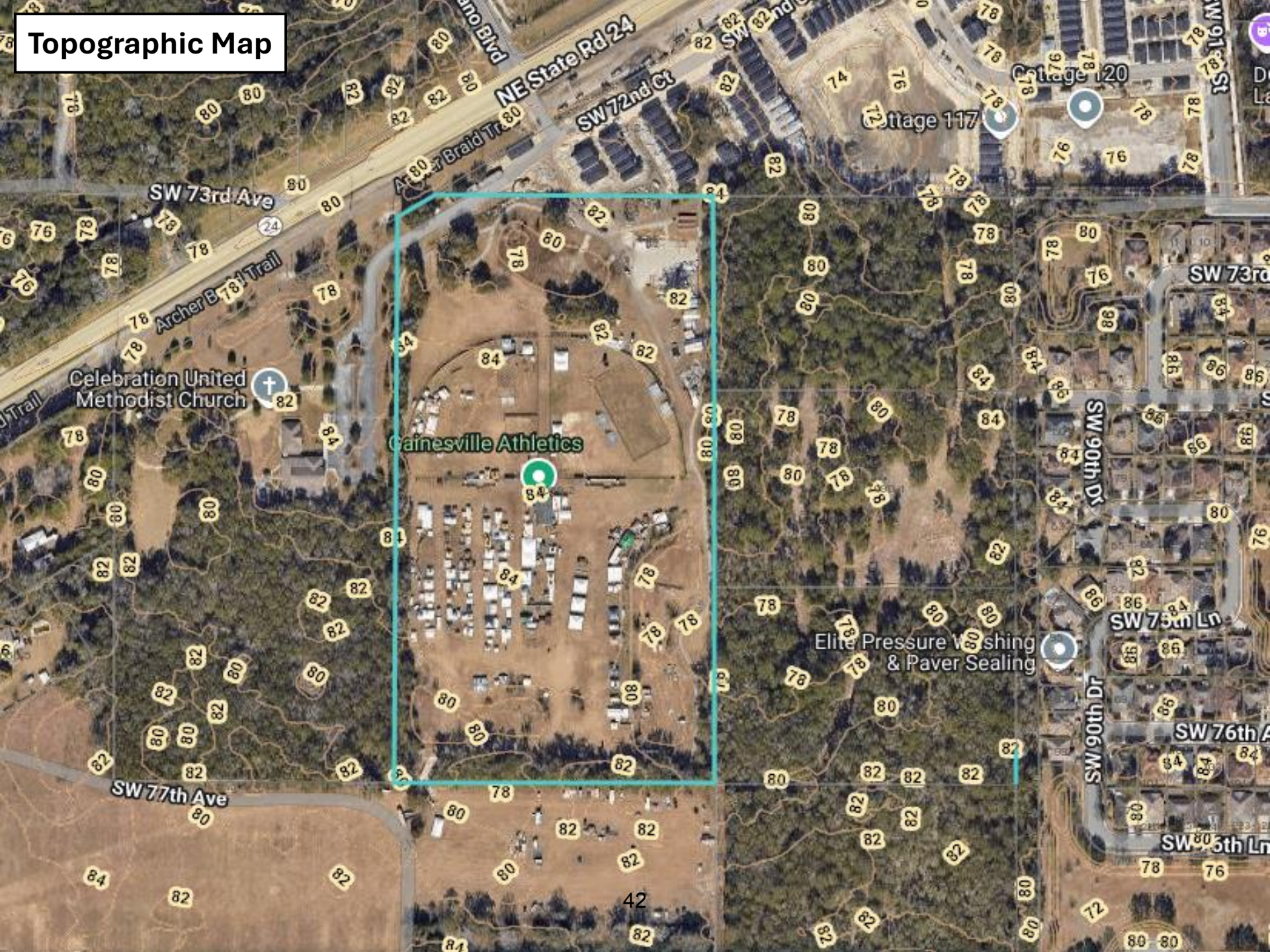
**Riparian**

- Forested/Shrub
- Herbaceous

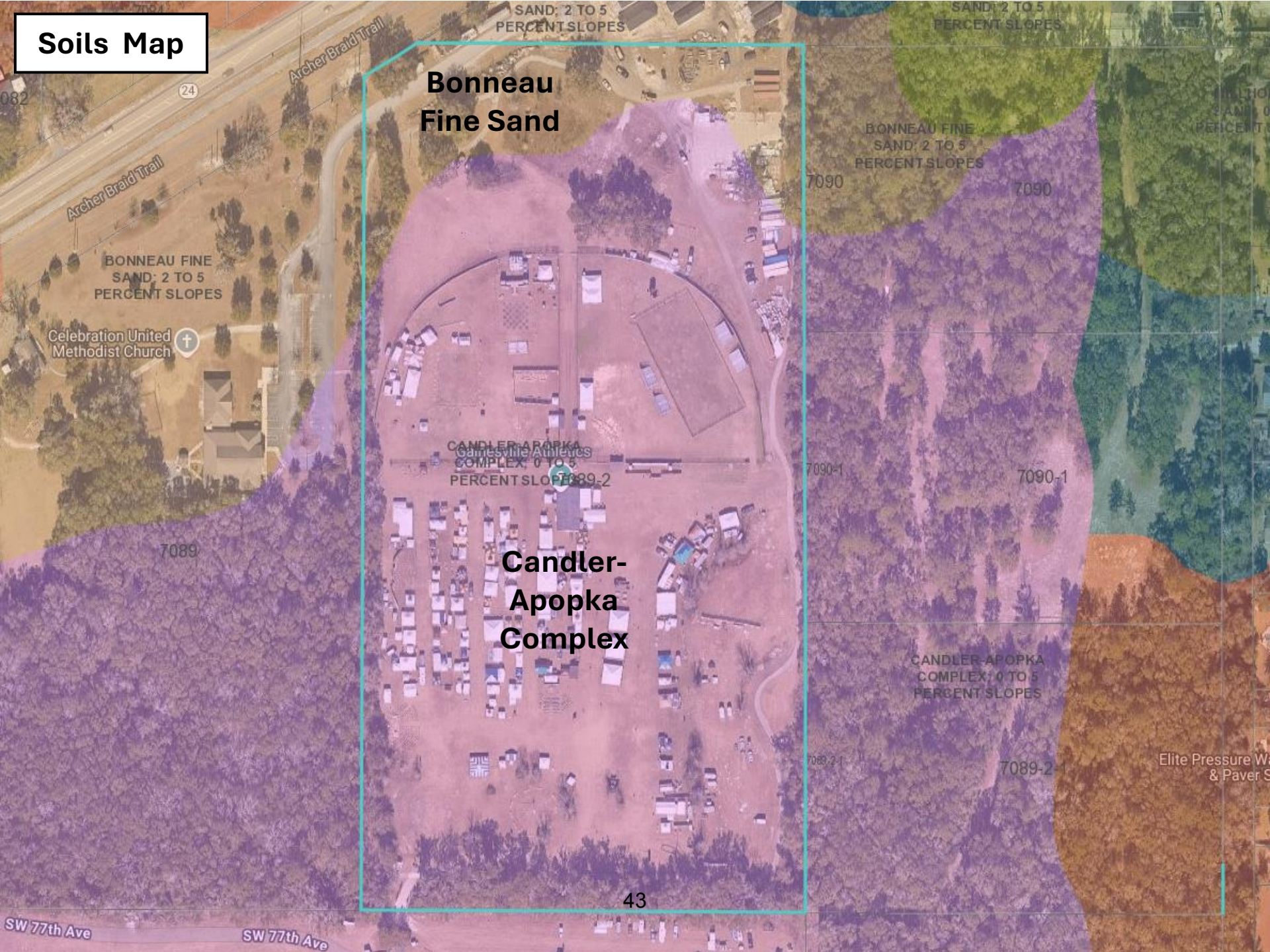
# Flood Zone Map



# Topographic Map



# Soils Map



HICKORY SINK

HAILE PLANTATION

# Strategic Ecosystem Map

Haile Farmers Market

ARREDONDO ESTATES Arredondo

The Palms of Archer

Historic Haile Homestead

NE State Rd 24

SW Archer Rd

24

Trinity Metropolitan Community Church Of...

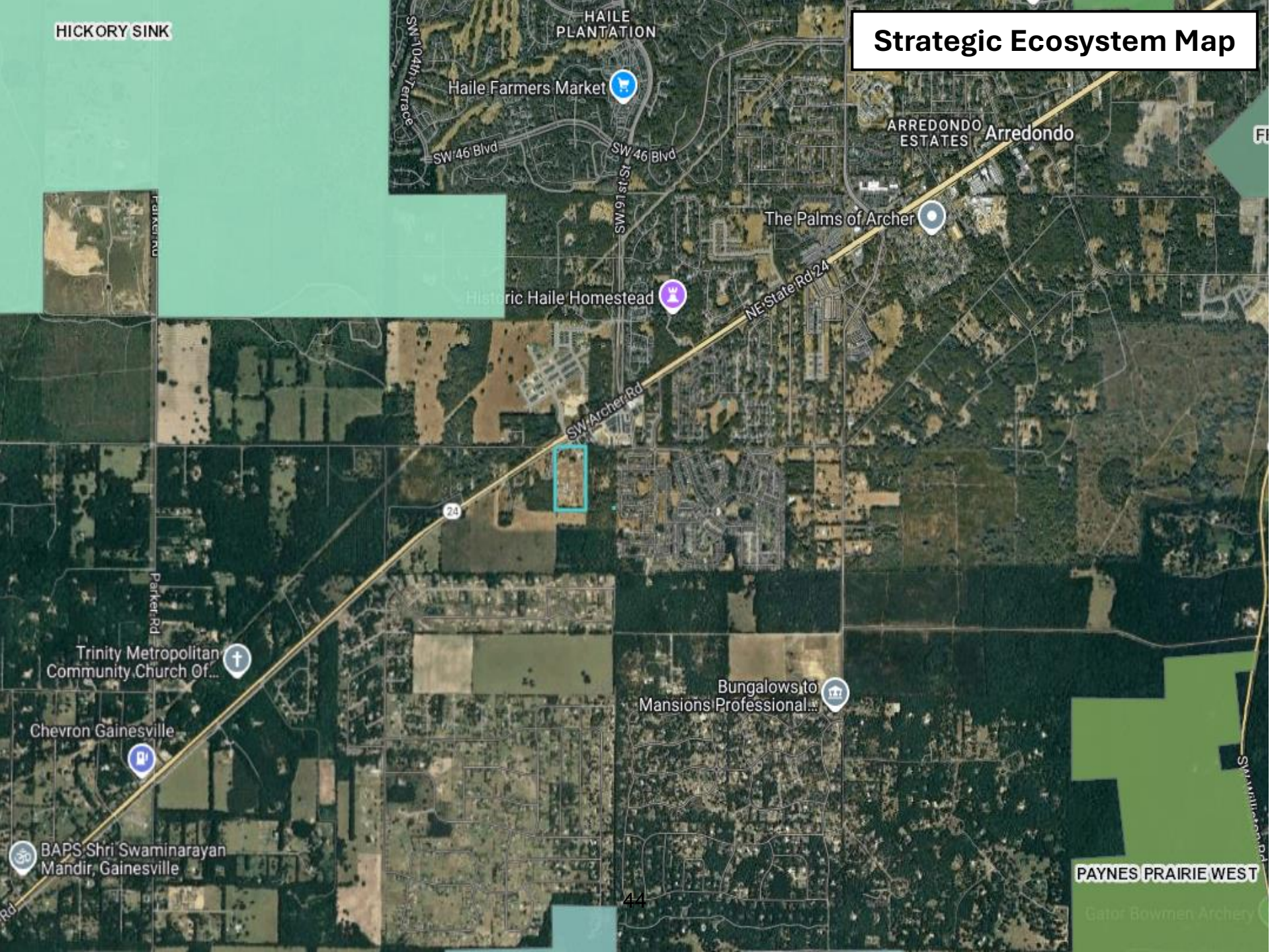
Bungalows to Mansions Professional...

Chevron Gainesville

BAPS Shri Swaminarayan Mandir, Gainesville

PAYNES PRAIRIE WEST

44



# Aquifer High Recharge Area Map

## Alachua County Floridan Aquifer High Recharge Area

### Legend

Generalized Vulnerability Rating

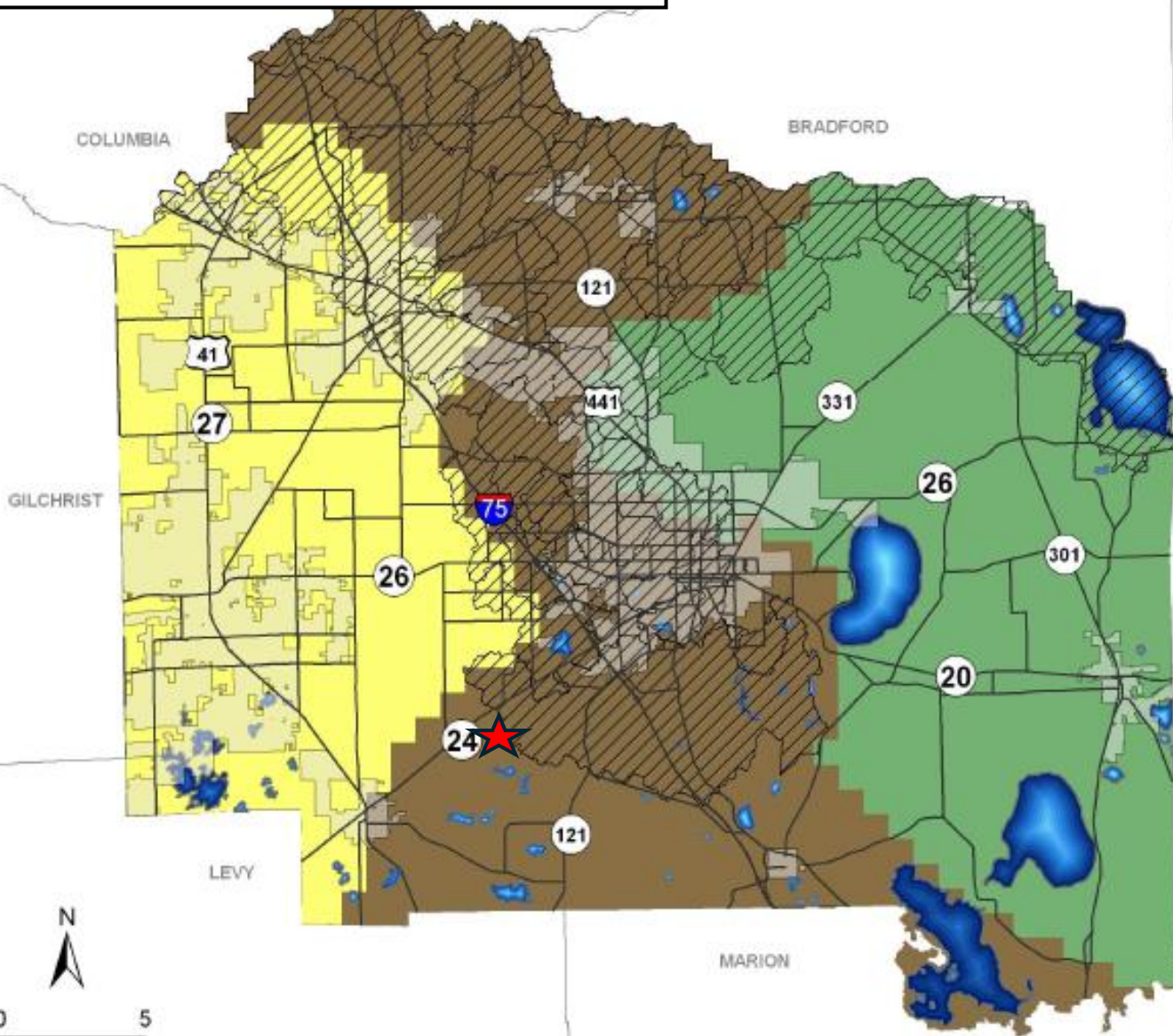
- Low Vulnerability
- Vulnerable
- High Vulnerability
- Stream-to-Sink Basins
- Municipalities
- Major Roads
- Lakes

High Aquifer Recharge Areas: Areas where stream-to-sink surface water basins occur and areas where the Floridan aquifer system is vulnerable or highly vulnerable

Sources:  
Basins Layer used to produce the Stream-to-Sink Basins Layer (FDEP, 1998)  
Generalization of Alachua County (Floridan) Aquifer Vulnerability Assessment Results (Advanced Geospatial Inc., 2005)

Prepared At:  
Alachua County  
Environmental Protection Department  
201 SE 2nd Avenue, Suite 201  
Gainesville, FL 32601

DISCLAIMER: This map and the spatial data it contains are made available as a public service, to be used for reference purposes only. The Alachua County Environmental Protection Department provides this information AS IS without warranty of any kind, implied or expressed, regarding accuracy, completeness, or fitness of use. The quality of the data is dependent on the various sources from which each data layer is obtained. 3-27-2009



0 5 Miles

## NEIGHBORHOOD WORKSHOP NOTICE

A neighborhood workshop will be held to discuss a proposed special exception to allow an outdoor recreation facility on tax parcel number 07089-002-000 located at 9409 SW Archer Road. This parcel has a Rural/Agriculture Future Land Use designation and is in the Agricultural (A) zoning district. This is not a public hearing. The purpose of this meeting is to inform neighboring property owners of the proposal and to seek their comments. The meeting will be held virtually as a Zoom teleconference. The teleconference can be accessed by the following information:

**Date:** Wednesday, September 25, 2024  
**Time:** 6:00 PM  
**URL:** <https://us02web.zoom.us/j/5733319527>  
**Meeting ID:** 573 331 9527  
**Dial-in by Phone:** (646) 558-8656

Following the teleconference, a recording of the workshop will be available at [www.edafl.com/neighborhoodworkshops](http://www.edafl.com/neighborhoodworkshops). A link to the meeting can be requested by e-mailing the contact below. In addition, paper copies of all materials discussed at the workshop can be provided via US Mail. Comments on the project may also be submitted to the e-mail address below or by calling the phone number below.

**Contact:** eda consultants, inc.  
**Email:** [permitting@edafl.com](mailto:permitting@edafl.com)  
**Phone:** (352) 373-3541





# LOCALiQ

The Gainesville Sun | The Ledger  
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## **AFFIDAVIT OF PUBLICATION**

Heather Hartman  
Eda Consultants, Inc.  
720 SW 2ND AVE SOUTH TOWER  
300  
GAINESVILLE FL 32601

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the Gainesville Sun, published in Alachua County, Florida; that the attached copy of advertisement, being a Classified Legal CLEGL, was published on the publicly accessible website of Alachua County, Florida, or in a newspaper by print in the issues of, on:

09/13/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 09/13/2024

Legal Clerk Mark Jel

Notary, State of WI. County of Brown Kaitlyn Felty

3-7-27

My commission expires

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**KAITLYN FELTY**  
Notary Public  
State of Wisconsin



## PUBLIC NOTICE

A neighborhood workshop will be held to discuss a proposed special exception to allow an outdoor recreation facility on tax parcel number 07089-002-000 located at 9409 SW Archer Road with a Rural/Agricultural Future Land Use designation and in the Agricultural (A) zoning district. This is not a public hearing. The purpose of this meeting is to inform neighboring property owners of the proposed project and to seek their comments. The meeting will be held virtually as a Zoom teleconference. The teleconference can be accessed by the following information:

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**Meeting ID:** 573 331 9527  
**Dial-in:** (646) 558-8656

A recording of the workshop will be posted at [www.edafl.com/neighborhoodworkshops](http://www.edafl.com/neighborhoodworkshops). You may also e-mail or call the contact below to submit comments, request a link to the meeting, or request paper copies of meeting materials.



**Contact:** eda consultants inc.  
**Phone:** (352) 373-3541  
**E-mail:** [permitting@edafl.com](mailto:permitting@edafl.com)

07098-001-024  
HE & LI W/H  
1007 PAINTED FERN CT  
WAXHAW, NC 28173-0348

07098-001-100  
SWAN LAWTON III & PATRICIA A  
1101 RED MAPLE CIRCLE NE  
SAINT PETERSBURG, FL 33703

07098-001-020  
KURIAN SAJI & BINDU  
12701 SW 14TH AVE  
NEWBERRY, FL 32669

07080-005-000  
VEILLARD MARIE S  
176 GENTIAN AVE  
PROVIDENCE, RI 02909-1103

07071-100-107  
912 1ST ST SOUTH LLC  
227 CROSS BRANCH DR  
PONTE VEDRA BEACH, FL 32081

07071-100-124  
JAYAVELU & MURUGAN W/H &  
RAVEENDRANATH  
2728 WINDSORGATE LANE  
ORLANDO, FL 32828

07098-001-046  
WANG & ZHOU  
3025 ELITE LN  
ALPHARETTA, GA 30005

07098-001-043  
THIYAGARAJAH & RAMACHANDRAN  
W/H  
3227 SW 115TH TER  
GAINESVILLE, FL 32608-0013

07098-001-216  
HODGE MEGAN C  
3902 NW 20TH LANE  
GAINESVILLE, FL 32605

07098-001-017  
GU & ZHAO W/H  
3954 S VICTORIA CIR  
NEW BERLIN, WI 53151

07075-060-000  
KANAPAHA HIGHLANDS  
HOMEOWNERS  
1032 S MAIN ST  
GAINESVILLE, FL 32601-7988

07090-001-000  
SPENCER & SPENCER  
11843 NW 11TH PL  
GAINESVILLE, FL 32606-5782

07061-008-000  
C/O CONTEMPORARY MANAGEMENT  
CONCEPTS  
TAR PROPERTIES LLC  
13400 PROGRESS BLVD  
ALACHUA, FL 32615-9444

07087-002-000  
ROSE CARL  
20120 SW 191ST AVE  
ARCHER, FL 32618-5076

07098-001-225  
QIAN LEI  
23 HAZELWOOD DR  
JERICHO, NY 11753-1712

07098-001-172  
LIU BRYAN YANWEN & ASHLEE L  
2763 WILLOW ROCK LN  
APEX, NC 27523-8515

07098-001-176  
WANG & XU  
3039 SW 106TH ST  
GAINESVILLE, FL 32608

07098-001-186  
LUKOSE & REJI H/W  
3613 SW 103RD ST  
GAINESVILLE, FL 32608-9547

07098-001-089  
HODGE III & HODGE  
3902 NW 20TH LN  
GAINESVILLE, FL 32605

07082-000-000  
SANCHEZ YANAIRA  
4000 SW 47TH ST LOT I 14  
GAINESVILLE, FL 32608

07098-001-224  
ISHMAEL ARIF H  
10891 SW 152ND CT  
MIAMI, FL 33196-3561

07071-100-112  
C/O EDWARD OR PAULA MEYER  
HARRISON & MEYER  
12386 OAKWIND PL  
SEMINOLE, FL 33772

07070-001-000  
% ELIZABETH STRICKLAND  
STRICKLAND JERALD D  
1598 NW 19TH CIR  
GAINESVILLE, FL 32605-4029

07098-001-218  
CHEN & LIANG TRUSTEES  
205 MUNSELL ST  
BELCHERTOWN, MA 01007

07098-001-073  
LI MIN & MING  
2601 TWINBERRY LN  
WAXHAW, NC 28173-9835

07069-000-000  
EMMER DEVELOPMENT CORP  
2801 SW ARCHER RD  
GAINESVILLE, FL 32608

07098-001-051  
WANG ZHAOCHUAN & XI  
310 TANNERY DR  
GAITHERSBURG, MD 20878

07089-002-001  
WU LINGZHENG  
3880 SW 106TH ST  
GAINESVILLE, FL 32608

07080-000-000  
BRAID PROPERTIES LLC  
3914 SW 95TH DR  
GAINESVILLE, FL 32608

07071-000-000  
FRENCH BYRON T  
427 SW 42ND ST  
GAINESVILLE, FL 32607-2768

07098-001-174 HAMILTON & PU W/H 4527 NW 36TH TER GAINESVILLE, FL 32605	07054-001-003 C/O HAILE MANAGEMENT HAILE VILLAGE CENTER OWNER'S 5230 SW 91ST DR STE C GAINESVILLE, FL 32608	07054-032-000 ELOISE GARDENS HOMEOWNERS ASSOCIATION INC 5341 SW 91ST TER STE A GAINESVILLE, FL 32608
07098-001-013 YANG & XIE 5391 GLENCASTLE WAY SUWANEE, GA 30024	07098-001-103 BENJAMIN & JOSEPH H/W 569 PONDVIEW RD RYDAL, PA 19046-3350	07071-100-141 MILESTONE PROPERTY MANAGEMENT LLC 6068 SW 84TH ST GAINESVILLE, FL 32608
07088-000-000 JACOBS JOSEPH A & JOYCE A 624 S WOOD HAVEN RD NIXA, MO 65714-7036	07068-000-000 NEW 9092 SW 70TH LANE LLC 6574 N STATE RD 7 #120 COCONUT CREEK, FL 33073	07054-032-070 MOSES BRIAN J & HOLLY TURNER 6858 SW 90TH ST GAINESVILLE, FL 32608
07071-100-159 HASHKY & MARDINI W/H 6865 SW LUGANO CT GAINESVILLE, FL 32608	07071-100-160 BERNARDO & SHELL H/W 6883 SW LUGANO CT GAINESVILLE, FL 32608	07071-100-161 PITTS JUSTIN M & JESSICA Y 6901 SW LUGANO CT GAINESVILLE, FL 32608
07071-001-000 TOOKE WINSTON D 6906 SW 91ST TER GAINESVILLE, FL 32608-5558	07071-100-162 BRANCHE & KIGHT 6919 SW LUGANO CT GAINESVILLE, FL 32608	07071-100-163 GIFFUNI CABRA & CARRILLO DE GIFFUNI H/W 6937 SW LUGANO CT GAINESVILLE, FL 32608
07054-001-002 THE HAILE PLANTATION WEST ASSOCIATION INC 6972 LAKE GLORIA BLVD ORLANDO, FL 32809	07089-001-000 KELLEY EDITH LAVERNE R LIFE ESTATE 7113 NW 126TH AVE ALACHUA, FL 32615	07098-001-153 ABUSAADA KHALID 717 RIVER NORTH DR NORTH AUGUSTA, SC 29841-5471
07061-002-001 ROBERTS DANIEL & CHARLEEN A 7215 SW 91ST GAINESVILLE, FL 32608	07061-002-002 C/O CHARLEEN ROBERTS HUTTON & ROBERTS 7219 SW 91ST ST GAINESVILLE, FL 32608	07098-001-004 THOMAS PATRICK 7323 SW 88TH WAY GAINESVILLE, FL 32608
07098-001-003 BARSAMYAN & SHUHAIBER W/H 7343 SW 88TH WAY GAINESVILLE, FL 32608	07098-001-001 VITRO DAVID A & CHRISTY C 7383 SW 88TH WAY GAINESVILLE, FL 32608	07098-001-080 KIM & SONG H/W 7420 SW 90TH DR GAINESVILLE, FL 32608
07098-001-052 CHEN JING 7438 SW 88TH ST GAINESVILLE, FL 32608	07098-001-081 SHI WEI 7440 SW 90TH DR GAINESVILLE, FL 32608	07098-001-053 CHEN & XIA 7458 SW 88TH ST GAINESVILLE, FL 32608
07098-001-082 BROWN DARIUS D & NADIA 7460 SW 90TH DR GAINESVILLE, FL 32608	07098-001-054 ORTIZ LUIS A & EDITH C 7478 SW 88TH ST GAINESVILLE, FL 32608	07098-001-083 PERIS & ROSARIO 7480 SW 90TH DR GAINESVILLE, FL 32608

07098-001-055  
CHAMBERLIN RICHARD L &  
MARGARET R  
7512 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-057  
MANDAPAT MAE L & NOEL  
7552 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-096  
BARRY KATIE S  
7576 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-098  
TRAN & VO W/H  
7602 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-210  
SHI WEI & WENTING  
7654 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-208  
FIRMINT DARLA  
7706 SW 88TH ST  
GAINESVILLE, FL 32608-8798

07098-001-206  
WONG EMMANUEL NG THO &  
MARITES  
7756 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-220  
JYOT & SIDHU W/H  
7777 SW 88TH DR  
GAINESVILLE, FL 32608-8741

07098-001-150  
MA & RUCHKIN W/H  
7938 SW 90TH DR  
GAINESVILLE, FL 32608

07061-002-003  
ARCHER ROAD BTR LLC  
800 HIGHLAND AVE STE 200  
ORLANDO, FL 32803

07098-001-056  
QI & ZHANG H/W  
7532 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-095  
MAGEE TODD ALAN & AVERY  
CHRISTINE  
7556 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-059  
GORDON & ISAACSON  
7592 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-212  
GILL & MORNEAULT-GILL H/W  
7614 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-215  
WALLEN BRETT DAVID & DEBORAH  
LEE  
7655 SW 88TH DR  
GAINESVILLE, FL 32608

07098-001-217  
LIU & XU  
7707 SW 88TH DR  
GAINESVILLE, FL 32608

07098-001-219  
MURPHY & MURPHY  
7757 SW 88TH DR  
GAINESVILLE, FL 32608-8741

07098-001-006  
GE & LIANG W/H  
784 SANTA MARIA LN  
FOSTER CITY, CA 94404

07098-001-149  
JEONG & KANG H/W  
7968 SW 90TH DR  
GAINESVILLE, FL 32608

07099-003-000  
VICKERS ROBERT ALAN & LYND  
ANN  
8027 SW 91ST ST  
GAINESVILLE, FL 32608-6017

07098-001-094  
JAFFE PAUL H & ALLISON B  
7546 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-058  
ZHANG & ZHU H/W  
7572 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-097  
ASHBY FREDERICK J III & MARIA  
TERESA  
7596 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-099  
CARODINE & MONAGHAN  
7622 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-209  
BHATTACHARYA KAKALI  
7674 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-207  
KERAMIDAS MARY E TRUSTEE  
7726 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-205  
MEYER GREGORY JAMES & DU  
NGUYEN  
7776 SW 88TH ST  
GAINESVILLE, FL 32608

07098-001-151  
PINTO USHA & LOY  
7918 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-148  
KAUR & SRIVASTAVA W/H  
7988 SW 90TH DR  
GAINESVILLE, FL 32608

07098-001-173  
LI & ZHOU W/H  
826 SW 86TH WAY  
GAINESVILLE, FL 32607

07098-001-050  
SUN & WANG H/W  
8819 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-022  
LEE & LIM H/W  
8845 SW 73RD LANE  
GAINESVILLE, FL 32608

07098-001-048  
SKOBEL BARRY & MAYA  
8859 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-027  
BADOUR & WAHAB  
8876 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-062  
PORCHIA II & WANG H/W  
8882 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-008  
HAN & LEE W/H  
8902 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-026  
HNIDY & NASSER W/H  
8908 SW 74TH AVE  
GAINESVILLE, FL 32608-9818

07098-001-156  
HSIAO HWEI CHING  
8920 SW 80TH AVE  
GAINESVILLE, FL 32608

07098-001-222  
SCHIAVONI LISA G LIFE ESTATE  
8924 SW 76TH  
GAINESVILLE, FL 32608

07098-001-045  
DANG & PHAM H/W  
8933 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-060  
PEREZ SANDRA I & ARAM  
8822 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-028  
DOLSAK ADAM  
8846 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-213  
BASSO & SALINAS M/C  
8873 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-047  
SKOBEL ALEX & LOREE  
8879 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-185  
HASZ SCOTT  
8883 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-221  
HUANG KRISTIE XING  
8904 SW 76TH LN  
GAINESVILLE, FL 32608

07098-001-063  
THIVIERGE CLIFERSON  
8910 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-019  
CURRENT RESIDENT  
8921 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-105  
FORMOSO-ONOFRIO & ONOFRIO LIFE  
ESTATE  
8927 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-184  
LIU AND LIU TRUSTEES  
8936 SW 11TH AVE  
GAINESVILLE, FL 32607

07098-001-005  
PADRON & LAFUENTE  
8830 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-061  
RAKOV & RAKOV & RAKOV  
8852 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-021  
GREWAL SUKHMAN K  
8875 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-007  
SHI BINHONG  
8880 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-178  
BAGLIER MARY ANNE  
8888 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-106  
MULQUEEN KATHLEEN TRUSTEE  
8907 SW 76TH AVE  
GAINESVILLE, FL 32608-8751

07098-001-164  
SUAREZ LYNDON R & GLENDORA E  
8917 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-009  
CURRENT RESIDENT  
8922 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-025  
DUFF JON L & JENNIFER M  
8928 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-075  
BECKER GEORGE A  
8936 SW 74TH LN  
GAINESVILLE, FL 32608-8778

07098-001-165  
JASPER & ROMIE  
8937 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-018  
TAHA OMAR & YASMEEN  
8941 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-044  
LE & LE  
8953 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-104  
BOUAZIZI & DEEGAN  
8957 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-188  
CAPOZZA MICHAEL JOSEPH &  
TARAH J  
8965 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-077  
HOPE DORA LEE  
8976 SW 74TH LANE  
GAINESVILLE, FL 32608

07098-001-072  
TANSEY MARIA DE LOURDES GAMEZ  
8989 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-166  
ZHANG & ZHAO  
9005 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-190  
CLAYSON CODY CHAYCE  
9009 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-016  
AKTHER NASRIN  
9016 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-074  
BROCKISH TODD & STEPHENIE  
8939 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-155  
WALTON WENDY  
8950 SW 80TH AVE  
GAINESVILLE, FL 32608

07098-001-223  
MURPHY RICHARD J & SYBIL S  
8954 SW 76TH LN  
GAINESVILLE, FL 32608-8744

07098-001-065  
JAYARAMU SHRIHARSHA  
KALLAHALLI  
8960 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-023  
PATEL BEENA H  
8968 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-066  
DE & VARDANYAN H/W  
8980 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-090  
KRAMER ROBERT & HARRIET LIFE  
ESTATE  
8994 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-102  
CHO WOYONG ALBERT & YU CHIN  
RUBY  
9007 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-078  
BOSSA CARROLD  
9014 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-086  
NOA & QUINTANA  
9021 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-064  
ARZABALA & GRAJEDA H/W  
8940 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-175  
LIN & WENG  
8952 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-076  
DU & ZOU W/H  
8956 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-011  
LIU MEI  
8962 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-087  
BURDETTE BYRON P  
8975 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-012  
INMAN FENTON J & SANDRA K  
8982 SW 73RD LN  
GAINESVILLE, FL 32608

07098-001-189  
DONG LIN  
8995 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-067  
STROTHER THOMAS F JR & RITA K  
9008 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-042  
COUGHLIN & COUGHLIN CO-  
TRUSTEES  
9015 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-091  
BAO & WANG W/H  
9022 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-071  
SAMMS RAJA  
9023 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-167  
SONI KATHAN M  
9025 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-101  
SEROWIK ANTHONY FAUSTYN &  
CAROLINE  
9027 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-068  
SWAN LAWTON K & KATHERINE  
9028 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-191  
GOBEZIE SHIMELIS  
9029 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-002  
PENG & XIA W/H  
9030 SW 76TH LN  
GAINESVILLE, FL 32608

07098-001-079  
WANG WEI  
9034 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-041  
JIANG ZHE  
9035 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-171  
WHARTON & WHARTON TRUSTEES  
9044 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-168  
BANSARI ASHA & LAJPAT  
9045 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-152  
FRITZ BRIAN E  
9046 SW 80TH AVE  
GAINESVILLE, FL 32608

07098-001-069  
PAWLUS & PAWLUS  
9048 SW 76TH AVE  
GAINESVILLE, FL 32608

07098-001-192  
CAUSSEAUX & DONNELLY M/C  
9049 SW 78TH AVE  
GAINESVILLE, FL 32608

07098-001-227  
BACHUS DAVID B & SUZANNE A  
9050 SW 76TH LN  
GAINESVILLE, FL 32608

07098-001-085  
VELEZ-CLIMENT LEONOR  
9051 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-092  
PATEL ASHOK K & MINAL  
9052 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-070  
DAI & ZHANG H/W  
9053 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-015  
STOOP RICHARD & RUTH LIFE  
ESTATE  
9056 SW 74TH AVE  
GAINESVILLE, FL 32608

07098-001-170  
FONSECA & FONSECA  
9064 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-084  
DUFALT & VELEZ-CLIMENT H/W  
9071 SW 74TH LN  
GAINESVILLE, FL 32608

07098-001-093  
STEGEMANN THOMAS WAYNE  
9072 SW 75TH LN  
GAINESVILLE, FL 32608

07098-001-169  
POTTEIGER MICHAEL P & LESLIE  
9084 SW 79TH AVE  
GAINESVILLE, FL 32608

07098-001-014  
PINERES & TRUCCO H/W  
9086 SW 74TH AVE  
GAINESVILLE, FL 32608

07075-060-002  
ACKERMAN JEROME A & JENNIE F  
9114 SW 82ND AVE  
GAINESVILLE, FL 32608-5896

07071-100-080  
ADIKESAVAN & ADIKESAVAN &  
DURAIRAJ & RAMALINGAM  
9388 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-079  
PRICE NILDA  
9398 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-078  
MILLER HILDA  
9408 SW 68TH LN  
GAINESVILLE, FL 32608-4269

07071-100-077  
AVILES & POP M/C  
9418 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-076  
VAUGHN LINDA  
9422 SW 68TH LN  
GAINESVILLE, FL 32608-4269

07071-100-113  
JUSTICE & JUSTICE M/C  
9472 SW 68TH LN  
GAINESVILLE, FL 32608



07071-100-114 POP & ZAHOROVSKY 9494 SW 68TH LN GAINESVILLE, FL 32608	07089-000-000 CELEBRATION UNITED METHODIST CHURCH INC ET AL 9501 SW ARCHER RD GAINESVILLE, FL 32608	07075-060-007 HUDGENS MURIEL 9510 SW 82ND AVE GAINESVILLE, FL 32608
07071-100-111 GARRISON & GARRISON & GARRISON 9515 SW 67TH LN GAINESVILLE, FL 32608	07071-100-115 CONTRERAS BRIAN X 9516 SW 86TH LN GAINESVILLE, FL 32608	07071-100-110 JENKINS & SANCHEZ 9529 SW 67TH LN GAINESVILLE, FL 32608
07071-100-109 GLOVER CONSTANCE CHURCH 9543 SW 67TH LN GAINESVILLE, FL 32608	07071-100-117 MOULD AKHARI 9552 SW 68TH LN GAINESVILLE, FL 32608	07071-100-108 SMALL NANCY TRUSTEE 9557 SW 67TH LN GAINESVILLE, FL 32608
07071-100-106 EDMINSTER TIMOTHY S 9585 SW 67TH LN GAINESVILLE, FL 32608	07071-100-119 SANTIAGO JOHN 9588 SW 68TH LN GAINESVILLE, FL 32608	07071-100-146 KARLA & KAUR H/W 9602 SW 67TH LN GAINESVILLE, FL 32608
07071-100-144 HICKS MARLEYNA ASHLEY 9609 SW 67TH LN GAINESVILLE, FL 32608	07071-100-121 RAMIREZ & QUINONES H/W 9610 SW 68TH LN GAINESVILLE, FL 32608	07098-001-049 ISMAEL MEDIA NOZAD 9613 SW 53RD RD GAINESVILLE, FL 32608-4344
07071-100-148 ANTHONY JOHN A & MARY ANN 9614 SW 67TH LN GAINESVILLE, FL 32608	07071-100-122 HELVERSON JAMES E 9616 SW 68TH LN GAINESVILLE, FL 32608	07071-100-143 ROQUE MARK ANTHONY M & BLESSIE 9617 SW 67TH LN GAINESVILLE, FL 32608
07071-100-149 FABERY CHARLES M & MICHELE R 9622 SW 67TH LN GAINESVILLE, FL 32608	07071-100-123 FENG YITONG 9622 SW 68TH LN GAINESVILLE, FL 32608	07071-100-142 DUFFY BRIDGET N 9625 SW 67TH LN GAINESVILLE, FL 32608
07075-060-011 CHURCH ROBERT LEE KELLY JEAN 9626 SW 82ND AVE GAINESVILLE, FL 32608	07071-100-150 CARRICHI & RIVAS 9630 SW 67TH LN GAINESVILLE, FL 32608	07071-100-151 LAZAROS ROSEMARY & DONALD JAMES JR 9638 SW 67TH LN GAINESVILLE, FL 32608
07071-100-140 BURGIN & HOILMAN 9641 SW 67TH LN GAINESVILLE, FL 32608	07071-100-152 WILLIAMS RACHEL V 9646 SW 67TH LN GAINESVILLE, FL 32608	07071-100-126 KORAH LIZY 9646 SW 68TH LN GAINESVILLE, FL 32608
07071-100-127 SWEITZER MARY C 9654 SW 68TH LN GAINESVILLE, FL 32608	07071-100-138 RODRIGUEZ JUAN PABLO PERDOMO 9657 SW 67TH LN GAINESVILLE, FL 32608	07071-100-128 SCHMIDT SUSAN V TRUSTEE 9662 SW 68TH LN GAINESVILLE, FL 32608

07071-100-137  
SCHMIDT SUSAN V TRUSTEE  
9665 SW 67TH LN  
GAINESVILLE, FL 32608

07071-100-129  
CAIN CHRISTY  
9670 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-130  
OVERSTREET CHRISTINA S  
9676 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-156  
ALZA ALEXANDER RUNCIMAN &  
ALEXIS R  
9678 SW 67TH LN  
GAINESVILLE, FL 32608

07071-100-131  
MILANETTI MERCIO ANTONIO JR &  
KELLY C  
9682 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-157  
HERRINGTON JULIE JONES  
9686 SW 67TH LN  
GAINESVILLE, FL 32608

07071-100-132  
BUSHEY NATALIE J  
9688 SW 68TH LN  
GAINESVILLE, FL 32608

07071-100-134  
DITROLIO WILLIAM C  
9689 SW 67TH LN  
GAINESVILLE, FL 32608

07071-100-158  
POWELL RODGER D & CATHERINE M  
9694 SW 67TH LN  
GAINESVILLE, FL 32608

07071-100-133  
SLOAN MICHAEL G & GRACE C  
9697 SW 67TH LN  
GAINESVILLE, FL 32608

07098-001-010  
JASWANTHKUMAR RANGINI DEVI  
9701 S WENTWORTH AVE  
CHICAGO, IL 60628

07070-001-001  
ZORILO CATHY L  
9722 SW 72ND AVE  
GAINESVILLE, FL 32608-5554

07080-004-001  
ROSE CARL W & JANET M  
9727 SW ARCHER RD  
GAINESVILLE, FL 32608-5719

07070-001-002  
DRAGON FRUIT LLC  
9807 SW 72ND AVE  
GAINESVILLE, FL 32608

07087-000-000  
ROSE CHRISTINA MARIE  
9814 SW ARCHER RD  
GAINESVILLE, FL 32608

07087-002-001  
JUSTISS SUZANNE  
9820 SW ARCHER RD  
GAINESVILLE, FL 32608

07087-001-000  
SAMUEL CHRISTINA K  
9824 SW ARCHER RD  
GAINESVILLE, FL 32608

07098-001-211  
YANG XINGHONG  
9919 SW 105TH DR  
GAINESVILLE, FL 32608

07080-001-000  
WEFLEN DENNIS  
9938 SW ARCHER RD  
GAINESVILLE, FL 32608-5716

07098-001-177  
NOS ISAKSEN KIM & SILJE  
HOFSTADASEN 7A ASKER 1384  
NORWAY,

07081-000-000  
STATE OF FLA IIF DOT  
PO BOX 1089  
LAKE CITY, FL 32056-1089

07070-001-004  
VALLARIO KAREN ANN  
PO BOX 1415  
ARCHER, FL 32618-1415

07098-001-187  
COLLAZO-MATTEI & DAVILA H/W  
PO BOX 141893  
GAINESVILLE, FL 32614

07075-060-001  
LAKE SURPRISE WATERWAYS INC  
PO BOX 1519  
ARCHER, FL 32618-1519

07071-100-125  
MUSOLINO GINA MARIA LIFE  
ESTATE  
PO BOX 46842  
TAMPA, FL 33646

07098-001-000  
WILLOW OAK DEVELOPMENT LLC  
PO BOX 5  
NEWBERRY, FL 32669

07098-001-154  
JUTRAS GEORGE JR  
PO BOX 780-537  
SEBASTIAN, FL 32978

Lugano HOA  
6595 Lugano Blvd.  
Gainesville. FL 32608

Willow Oak HOA  
5950 NW 1<sup>st</sup> Place  
Gainesville, FL 32607



# **Archer Road Sports Facility**

Neighborhood Workshop

September 25, 2024

# Meeting Guidelines

- This meeting is informational only
- It is required as a part of the County review process
  
- You have been muted upon entering
- If you have a question, either:
  - Unmute yourself to speak
  - Type your question in the chat box

↓ UNMUTE/MUTE

↓ CHAT



# Property Summary

- Tax Parcel Number 07089-002-000
- Location: 9409 SW Archer Rd
- Future Land Use Map Designation: Rural/Agriculture
- Zoning District: Agricultural (A)
- Property Size: Approximately 21 Acres
- Existing Use: Former site of YMCA facility
- Proposed Use: Outdoor Recreation Facility



# Location Map/Aerial



# Location Map/Aerial



**SW Archer Road**

**The Collective At Archer**

**Celebration UMC**

**Willow Oak Plantation**

**Project Site**  
**Parcel No. 07089-002-000**



# Proposed Application

- **Special Exception (S.E.)**
  - Agricultural Zoning District
  - Outdoor Recreation Facilities permitted as S.E.
- **Definition: *Outdoor recreation:*** *Outdoor recreation uses include public or private golf courses, tennis courts, ball courts, ball fields and similar outdoor sports and uses that are not in enclosed buildings. This shall also include any accessory uses, such as snack bars, pro shops, clubhouses, country clubs, maintenance buildings or similar uses that are designed and intended primarily for the use of patrons of the principal recreational use or for the maintenance and servicing of the facilities. This definition shall not include entertainment and recreation uses such as amusement parks, miniature golf, race car tracks or motocross facilities or similar motorized sports.*





# Special Exception Master Plan



**VICINITY MAP**  
ALACHUA COUNTY, FLORIDA  
1" = 1,000'

**LEGAL DESCRIPTION**

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHWEST QUARTER IN 1/2 OF THE NE 1/4 OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 630.00 FEET THENCE NORTH 00 DEGREES 05 MINUTES 53 SECONDS EAST 776.30 FEET THENCE RUN NORTH TO DEGREE 05 MINUTES 53 SECONDS EAST 754.77 FEET TO THE POINT OF BEGINNING THENCE RUN NORTH 38 DEGREES 20 MINUTES 50 SECONDS EAST 51.00 FEET THENCE SOUTH 02 DEGREES 58 MINUTES 23 SECONDS WEST 1284.00 FEET THENCE NORTH 00 DEGREES 38 MINUTES 35 SECONDS WEST 44.21 FEET THENCE NORTH 00 DEGREES 08 MINUTES 23 SECONDS EAST 14.00 FEET TO THE POINT OF BEGINNING.

AND THE WEST ONE HALF OF THE NORTHWEST ONE QUARTER OF THE NORTHWEST ONE QUARTER IN 1/2 OF THE NE 1/4 OF THE 1/4 LYING SOUTH OF SAID COURSE RIGHT OF WAY.

**SPECIAL EXCEPTION CONDITIONS**

1. THIS SPECIAL EXCEPTION IS TO ALLOW A PRIVATE OUTDOOR RECREATION FACILITY ON APPROXIMATELY 21 ACRES (PARCEL NUMBER 67008-000-000).
2. HOURS OF OPERATION SHALL BE MONDAY - SUNDAY, 7:00 AM - 9:00 PM.
3. LIGHTING SHALL BE LIMITED TO DOWNWARD FACING LIGHTS AND NO OUTDOOR LIGHTING (EXCEPT SECURITY LIGHTING) SHALL OCCUR AFTER 11 PM.
4. COURT MUSIC SYSTEM (IF PROPOSED) WILL BE CONTROLLED TO NOT EXCEED 80 DECIBELS.
5. PROPOSED SITE IMPROVEMENTS SHALL BE CONSIDERED WITH THE SPECIAL EXCEPTION WATER PLAN, WHICH DELINEATES THE APPROXIMATE LOCATION OF ALL ON-SITE USES. THE MINIMUM SEPARATION FROM THE PROPOSED OUTDOOR RECREATION AREA AND ADJACENT PROPERTY LINES IS 50 FEET.
6. DEVELOPMENT PLAN APPROVAL SHALL BE REQUIRED FOR PROPOSED ON-SITE IMPROVEMENTS.
7. THE EXISTING PEDESTRIAN TRAIL NETWORK SHALL BE MAINTAINED AS A FITNESS TRAIL AND WILL BE OPEN TO THE PUBLIC.
8. A 30-FOOT WIDE BUFFER SHALL BE MAINTAINED ALONG THE PROPERTY LINES AND SHALL RETAIN ALL EXISTING CANOPY TREES. A PEDESTRIAN TRAIL NETWORK IS ALSO A PERMITTED USE IN THIS AREA.
9. PARKING SHALL BE PROVIDED ON SITE TO ADEQUATELY SERVE THE ANTICIPATED USE OF THE PROPERTY AND SHALL INCLUDE BETWEEN 50-70 PARKED SPACES. ADDITIONAL OVERFLOW GRASS PARKING IS ALSO PERMITTED.
10. FOOD AND BEVERAGE SERVICE AND SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES SHALL BE INCIDENTAL AND ACCESSORY IN NATURE AND LIMITED TO STRUCTURES WITHIN THE OUTDOOR RECREATION AREA DEFINED ON THE SPECIAL EXCEPTION MASTER PLAN.

**LAND USE AREAS**

LAND USE AREA	DESCRIPTION	ACRES
<b>VEHICULAR USE AREA</b>	<ul style="list-style-type: none"> <li>ACCESS DRIVEWAY</li> <li>PARKING LOT</li> <li>STORMWATER AREAS</li> </ul>	1.6 ACRES ±
<b>OUTDOOR RECREATION AREA</b>	<ul style="list-style-type: none"> <li>TENNIS/PICKLEBALL COURTS</li> <li>TABLE TENNIS/BADMINTON</li> <li>COVERED PAVILIONS</li> <li>ACTIVITY SPACE</li> <li>SWIMMING POOL</li> <li>CLUB HOUSE BUILDING</li> <li>CONCESSIONS/PRO SHOP BUILDING</li> <li>RESTROOMS</li> <li>STORMWATER AREAS</li> <li>EQUIPMENT STORAGE BUILDINGS</li> </ul>	4.7 ACRES ±
<b>GREEN SPACE AREA</b>	<ul style="list-style-type: none"> <li>PASSIVE OUTDOOR RECREATION AREAS</li> <li>PEDESTRIAN TRAILS</li> <li>LANDSCAPED AREAS</li> <li>STORMWATER AREAS</li> <li>BUFFER AREAS</li> <li>TEMPORARY GRASS OVERFLOW PARKING</li> </ul>	14.7 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

- NOTES:**
1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
  2. THE LAYOUT WITHIN THE VEHICULAR USE AREA AND OUTDOOR RECREATION AREA IS CONCEPTUAL AND IS FOR ILLUSTRATION PURPOSES. FINAL DESIGN WILL BE PROVIDED WITH THE DEVELOPMENT PLAN SUBMITTAL.
  3. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.



**NORTH**  
SCALE: 1" = 80'  
0 40 80 160  
**GRAPHIC SCALE**

NO.	Date	Comment

Project No: 24-137  
Project phase: SPECIAL EXCEPTION  
Project title: FLAMINGO SPORTS CENTER ALACHUA COUNTY, FLORIDA

Sheet title: MASTER PLAN

Designed: CRO  
Drawn: TAD  
Checked: CRO  
Date: 08/24/24

Revision: P100

# Special Exception Master Plan



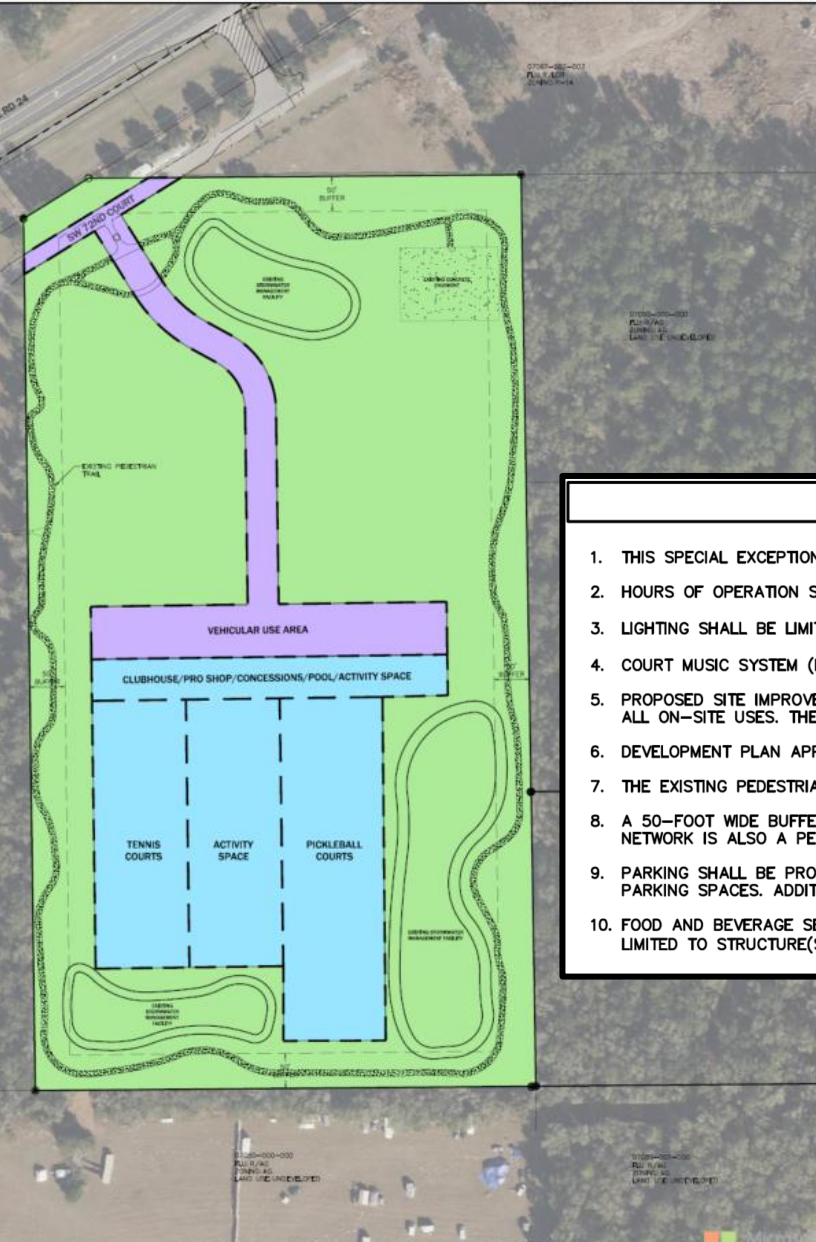
LAND USE AREAS		
	<b>VEHICULAR USE AREA</b> <ul style="list-style-type: none"> <li>• ACCESS DRIVEWAY</li> <li>• PARKING LOT</li> <li>• STORMWATER AREAS</li> </ul>	1.6 ACRES ±
	<b>OUTDOOR RECREATION AREA</b> <ul style="list-style-type: none"> <li>• TENNIS/PICKLE BALL COURTS</li> <li>• TABLE TENNIS/BADMINTON</li> <li>• COVERED PAVILIONS</li> <li>• ACTIVITY SPACE</li> <li>• SWIMMING POOL</li> <li>• CLUB HOUSE BUILDING</li> <li>• CONCESSION/PRO SHOP BUILDING</li> <li>• RESTROOMS</li> <li>• STORMWATER AREAS</li> <li>• EQUIPMENT STORAGE BUILDING(S)</li> </ul>	4.7 ACRES ±
	<b>GREEN SPACE AREA</b> <ul style="list-style-type: none"> <li>• PASSIVE OUTDOOR RECREATION AREAS</li> <li>• PEDESTRIAN TRAILS</li> <li>• LANDSCAPED AREAS</li> <li>• STORMWATER AREAS</li> <li>• BUFFER AREAS</li> <li>• TEMPORARY GRASS OVERFLOW PARKING</li> </ul>	14.7 ACRES ±
<b>NOTES:</b>		<b>TOTAL</b>
		21 ACRES ±

FOR ILLUSTRATION PURPOSES FINAL DESIGN WILL BE PROVIDED WITH THE DEVELOPMENT PLAN SUBMITTAL.

3. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.

Sheet No. MASTER PLAN	
Designed: CDS	Sheet No.
Drawn: SAI	P100
Checked: CDS	
Date: 08/24/24	

# Special Exception Master Plan



VICINITY MAP  
ALACHUA COUNTY, FLORIDA

LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHWEST QUARTER (IN 1/2 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 18 WEST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 830.90 FEET, THENCE NORTH 09 DEGREES 05 MINUTES 03 SECONDS EAST 774.39 FEET, THENCE ALAN NORTH 90 DEGREES 00 MINUTES 53 SECONDS EAST 724.77 FEET TO THE POINT OF BEGINNING, THENCE ALAN NORTH 89 DEGREES 23 MINUTES 23 SECONDS EAST 51.06 FEET, THENCE SOUTH 00 DEGREES 00 SECONDS WEST 23 SECONDS WEST 1388.88 FEET, THENCE NORTH 89 DEGREES 23 MINUTES 23 SECONDS WEST 44.27 FEET, THENCE NORTH 00 DEGREES 00 MINUTES 23 SECONDS EAST 1440.00 FEET TO THE POINT OF BEGINNING.

AND THE WEST ONE HALF OF THE NORTHWEST ONE QUARTER (IN 1/2 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 18 WEST, ALACHUA COUNTY, FLORIDA.



Eda 2300  
100 S.W. 2nd Ave., Suite 300  
Gainesville, Florida 32601  
Tel: (352) 373-1041  
www.eda.com | info@eda.com

## SPECIAL EXCEPTION CONDITIONS

1. THIS SPECIAL EXCEPTION IS TO ALLOW A PRIVATE OUTDOOR RECREATION FACILITY ON APPROXIMATELY 21 ACRES (PARCEL NUMBER 07089-002-000).
2. HOURS OF OPERATION SHALL BE MONDAY - SUNDAY, 7:00 AM - 9:00 PM.
3. LIGHTING SHALL BE LIMITED TO DOWNWARD FACING LIGHTS AND NO OUTDOOR LIGHTING (EXCEPT SECURITY LIGHTING) SHALL OCCUR AFTER 11 PM.
4. COURT MUSIC SYSTEM (IF PROPOSED) WILL BE CONTROLLED TO NOT EXCEED 90 DECIBELS.
5. PROPOSED SITE IMPROVEMENTS SHALL BE CONSISTENT WITH THE SPECIAL EXCEPTION MASTER PLAN, WHICH DELINEATES THE APPROXIMATE LOCATION OF ALL ON-SITE USES. THE MINIMUM SEPARATION FROM THE PROPOSED OUTDOOR RECREATION AREA AND ADJACENT PROPERTY LINES IS 50 FEET.
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10. FOOD AND BEVERAGE SERVICE AND SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES SHALL BE ANCILLARY AND ACCESSORY IN NATURE AND LIMITED TO STRUCTURE(S) WITHIN THE OUTDOOR RECREATION AREA IDENTIFIED ON THE SPECIAL EXCEPTION MASTER PLAN.

GREEN SPACE AREA	<ul style="list-style-type: none"> <li>• PASSIVE OUTDOOR RECREATION AREAS</li> <li>• PEDESTRIAN TRAILS</li> <li>• LANDSCAPED AREAS</li> <li>• STORMWATER AREAS</li> <li>• BUFFER AREAS</li> <li>• TEMPORARY GRASS OVERFLOW PARKING</li> </ul>	14.7 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

NOTES:

1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
2. THE LAYOUT WITHIN THE VEHICULAR USE AREA AND OUTDOOR RECREATION AREA IS CONCEPTUAL AND IS FOR ILLUSTRATION PURPOSES. FINAL DESIGN WILL BE PROVIDED WITH THE DEVELOPMENT PLAN SUBMITTAL.
3. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.

Project No:	24-137
Project Name:	SPECIAL EXCEPTION
Project Title:	FLAMINGO SPORTS CENTER ALACHUA COUNTY, FLORIDA
Sheet Title:	MASTER PLAN
Designed: CBI	Drawn: TAI
Checked: CBI	Scale: P100
Date: 08/24/24	

# Next Steps

- Neighborhood Workshop – September 25, 2024
- Special Exception
  - County Submittal – September 2024
  - Planning Commission – December or January (Anticipated)
  - County Commission – January or February 2025 (Anticipated)



Presentation will be posted to: <http://edafl.com/neighborhoodworkshops>

Follow-up questions? Email [permitting@edafl.com](mailto:permitting@edafl.com) or call 352-373-3541



**Thank You!**

**Questions?**

## Neighborhood Meeting Minutes

**Project:** Archer Road Sports Facility Special Exception

**Meeting Date & Time:** September 25, 2024, at 6:00 p.m.

**Community Participants:** Ron Jarabak  
Nancy  
Chris Spencer  
Nick & Valentina Liu  
Cathy Zorilo  
daye

**Project Representatives:** Clay Sweger, eda  
Ashley Scannella, eda

**Meeting Minutes:** Clay Sweger gave brief Power Point presentation to inform the participants of the proposed project and then opened up the floor for questions afterwards.

Q = Question  
A = Answer  
C = Comment

Q: Are they thinking of putting a stop light there?

A: No stop light is proposed for this project. We will utilize the existing driveway connection to Archer Road. However, at the time of buildout for Lugano, a signal may be warranted at this intersection.

Q: Is the land privately owned? Does the state's recent public camping/sleeping law apply here?

A: Yes, the land is privately owned. The state law that you reference is related to public properties.

Q: Do you know yet what the fees will be for admission to the facility?

A: I do not have that information at this preliminary stage. The fees might be similar to what is seen at other private recreation facilities in our area.

Q: Will the owner be identified?

Yes, the facility will be owned by the same person that owns the property now (and potentially some business partners).

Q: I'd like to suggest a reduced rate for members of neighboring HOAs.

A: The facility operator will certainly welcome nearby residents to utilize the facility and that seems like something that they would consider discussing with various groups.

Q: I own the adjacent property, and I'm considering building a home on it soon. I am concerned about potential noise from the pickleball courts. How do you plan to contain the noise for the surrounding neighbors?

A: Our master plan shows over a 100 foot setback from the nearest pickleball courts and the neighbor's property. Also, there is a condition to retain all canopy trees within 50 feet of the property line.

C: There are not a lot of trees along the vegetative buffer and I plan on asking the county to require some sort of engineered sound control.

A: I appreciate the opportunity to hear your concerns and feedback. We will take them under consideration as we proceed with the application. *UPDATE: Subsequent to the input received at the neighborhood meeting, the applicant voluntarily relocated the pickleball courts to the westernmost / farthest point from the concerned neighbor's property in order to provide a significant distance separation (approximately 500 feet).*

Q: How many parking spots will there be?

A: Our plan calls for between 50-70 parking spaces with the ability to provide temporary overflow parking.

Q: Will the facility be designed with ADA considerations in mind?

A: Yes, all ADA requirements shall be met.

## Heather Hartman

---

**From:** Clay Sweger  
**Sent:** Wednesday, September 25, 2024 4:34 PM  
**To:** Ronald Jarabak; Permitting; Heather Hartman  
**Subject:** RE: eda contact (and Zoom link)

Hello, Mr. Jarabak:

Thank you very much for reaching out. I can answer your question regarding camping:

1. This special exception application request is on private property (not public) and has a specific set of proposed uses that are limited to activities such as tennis, pickleball, exercise and related activities. No other uses shall be permitted as part of this special exception. Camping is not a proposed use.
2. The property is zoned Agriculture. The County Code does not allow campgrounds as a permitted use in the Agriculture zoning district. As such, there is no possible way that later on (hypothetically), an amendment could be approved to include camping as a permitted use.
3. The only way that camping can occur in Agriculture zoning based on County Code is if it is part of a Recreational Camp (which requires at least 40 acres – this property is only 21 acres) or a Farm Stay, which must be part of a bona fide farm with agricultural uses (which this property does not have).

In summary, the application does not propose on-site camping and I can't see a way that the County Code would permit camping, in any scenario.

I hope that this information is helpful to you!

Best Regards,

**Clay Sweger, AICP, LEED AP**

Principal / Director of Planning

[csweger@edaf.com](mailto:csweger@edaf.com)

[edaf.com](http://edaf.com)



720 SW 2nd Avenue  
South Tower, Suite 300  
Gainesville, Florida 32601  
(352) 373-3541

---

**From:** Ronald Jarabak <broken3@outlook.com>  
**Sent:** Wednesday, September 25, 2024 2:55 PM  
**To:** Permitting <permitting@edaf.com>; Heather Hartman <hhartman@edaf.com>  
**Cc:** Ronald Jarabak <Broken3@outlook.com>  
**Subject:** Fw: eda contact (and Zoom link)

Request|

1. Link for subject mtg, - thanks for providing,
2. Request via USPS paper copies of workshop materials ( refer to mailing address below)  
- I understand that there is no cost of requested copied materials and,



3. Submit my question for the record with a written response answer.

**Question 1:**

Regarding the **CS/CS/HB 1365 — Unauthorized Public Camping and Public Sleeping** (referenced below) is it the intent and/or possible future planning use of the proposed outdoor recreation facility if an exemption is granted as planned option of this exemption when approved would then be made available to the Alachua /Gainesville government/commissioners/mayor/council bodies to use the approved outdoor recreation facility redesignate (see note 1) this public property for public camping or sleeping by a majority vote.by our elected Alachua /Gainesville government/commissioners/mayor/council members per the intent of **CS/CS/HB 1365 — Unauthorized Public Camping and Public Sleeping**.

**NOTE1:The bill authorizes counties and municipalities to designate public property for public camping or sleeping by majority vote.**

**CS/CS/HB 1365 — Unauthorized Public Camping and Public Sleeping**

by Health & Human Services Committee; Judiciary Committee; and Rep. Garrison and others (CS/CS/SB 1530 by Fiscal Policy Committee; Judiciary Committee; and Senatartin)

This summary is provided for information only and does not represent the opinion of any Senator, Senate Officer, or Senate Office.

Prepared by: [Community Affairs Committee](#) (CA)

The bill preempts counties and municipalities from authorizing individuals to regularly sleep or camp on public property, at public buildings, or on public rights-of-way within their jurisdictions. The prohibitions against camping or sleeping on public property do not apply when the Governor has declared a state of emergency or when local officers have declared a local state of emergency pursuant to ch. 870, F.S.

The bill authorizes counties and municipalities to designate public property for public camping or sleeping by majority vote. Before use, such designated property must be certified by the Department of Children and Families that the local government and the property meet certain requirements. A designated property may not be used continuously for longer than 1 year and, except for properties in fiscally constrained counties that make certain findings, must meet specified minimum standards and procedures. The Department of Children and Families may inspect the property and recommend decertification if requirements for the designation are no longer being met.

Effective January 1, 2025, the bill authorizes a resident, local business owner, or the Attorney General to bring a civil action against a county or municipality to enjoin practices of allowing unlawful sleeping or camping on public property. When filing an application for an injunction, the plaintiff must also file an affidavit demonstrating that the governmental entity has been notified of the problem and that the problem has not been cured. A prevailing plaintiff may recover reasonable expenses incurred in bringing the action.

Individuals who sleep or camp on public property without authorization are not subject to penalties under the bill.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect October 1, 2024, except where otherwise provided.

*Vote: Senate 27-12; House 82-26*

Regards.

Ronald and Susann Jarabak  
9594 SW 67th LN  
Gainesville, FL 32608-7711  
813 390 3790

**From:** Heather Hartman <[hhartman@edafl.com](mailto:hhartman@edafl.com)>  
**Sent:** Wednesday, September 25, 2024 1:46 PM  
**To:** [broken3@outlook.com](mailto:broken3@outlook.com) <[broken3@outlook.com](mailto:broken3@outlook.com)>  
**Cc:** Permitting <[permitting@edafl.com](mailto:permitting@edafl.com)>  
**Subject:** eda contact (and Zoom link)

Good afternoon, Ronald & Susann,

Thank you for your phone call! Below is the link to join the Neighborhood Workshop scheduled for today at 6:00pm on Zoom:

Join Zoom Meeting

<https://us02web.zoom.us/j/5733319527?omn=84617796489>

Meeting ID: 573 331 9527

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One tap mobile

+16465588656,,5733319527# US (New York)

Thank you,

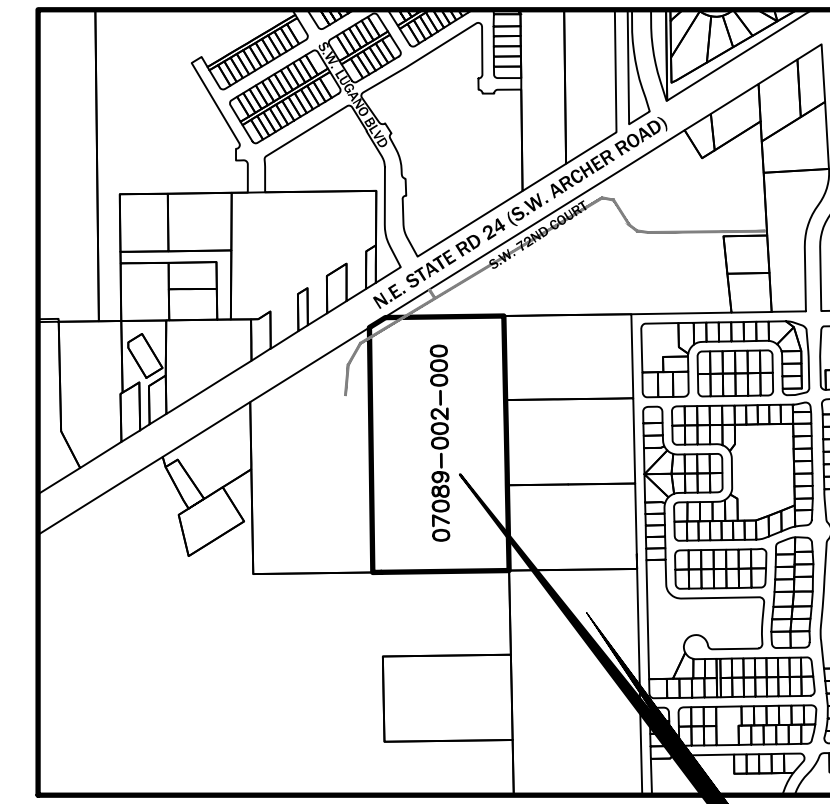
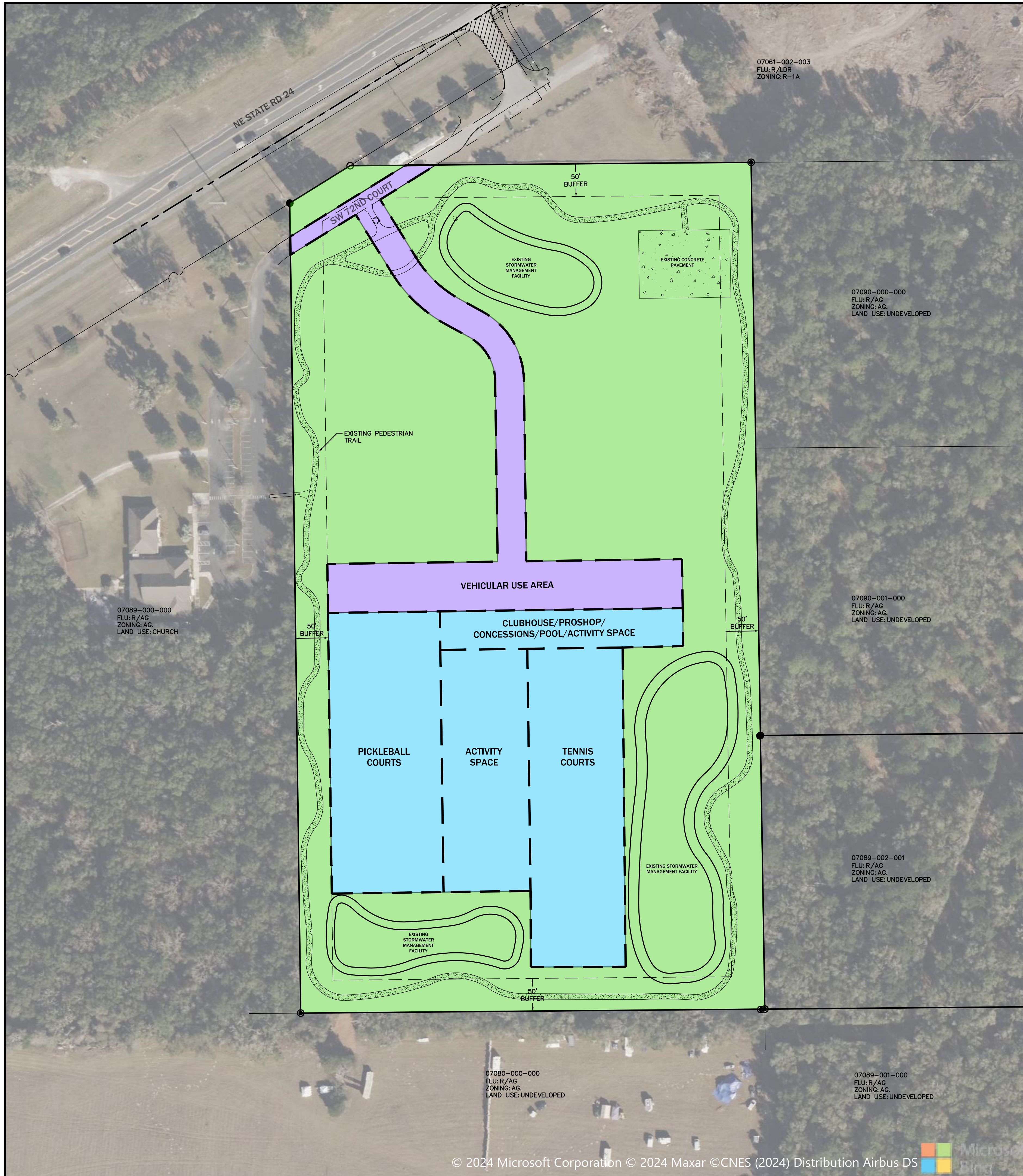
**Heather Hartman**

Receptionist / Administrative Assistant

[hhartman@edafl.com](mailto:hhartman@edafl.com)



720 SW 2nd Ave  
South Tower, Suite 300  
Gainesville, Florida 32601  
(352) 373-3541



**VICINITY MAP**  
ALACHUA COUNTY, FLORIDA  
1" = 1,000'

PROJECT SITE

**LEGAL DESCRIPTION**

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHEAST QUARTER (N 1/2 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 835.90 FEET; THENCE NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 776.35 FEET; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 724.77 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 51.58 FEET; THENCE SOUTH 00 DEGREES 06 MINUTES 23 SECONDS WEST 1266.88 FEET; THENCE NORTH 89 DEGREES 36 MINUTES 32 SECONDS WEST 44.21 FEET; THENCE NORTH 00 DEGREES 06 MINUTES 23 SECONDS EAST 1240.08 FEET TO THE POINT OF BEGINNING.  
AND THE WEST ONE HALF OF THE NORTHEAST ONE QUARTER OF THE NORTHEAST ONE QUARTER (W 1/2 OF NE 1/4 OF NE 1/4) LYING SOUTH OF RAILROAD RIGHT OF WAY.

**SPECIAL EXCEPTION CONDITIONS**

1. THIS SPECIAL EXCEPTION IS TO ALLOW A PRIVATE OUTDOOR RECREATION FACILITY ON APPROXIMATELY 21 ACRES (PARCEL NUMBER 07089-002-000).
2. HOURS OF OPERATION SHALL BE MONDAY - SUNDAY, 7:00 AM - 9:00 PM.
3. LIGHTING SHALL BE LIMITED TO DOWNWARD FACING LIGHTS AND NO OUTDOOR LIGHTING (EXCEPT SECURITY LIGHTING) SHALL OCCUR AFTER 11 PM.
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6. DEVELOPMENT PLAN APPROVAL SHALL BE REQUIRED FOR PROPOSED ON-SITE IMPROVEMENTS.
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8. A 50-FOOT WIDE BUFFER SHALL BE MAINTAINED ALONG THE PROPERTY LINES AND SHALL RETAIN ALL EXISTING CANOPY TREES. A PEDESTRIAN TRAIL NETWORK IS ALSO A PERMITTED USE IN THIS AREA.
9. PARKING SHALL BE PROVIDED ON SITE TO ADEQUATELY SERVE THE ANTICIPATED USE OF THE PROPERTY AND SHALL INCLUDE BETWEEN 50-70 PAVED PARKING SPACES. ADDITIONAL OVERFLOW GRASS PARKING IS ALSO PERMITTED.
10. FOOD AND BEVERAGE SERVICE AND SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES SHALL BE ANCILLARY AND ACCESSORY IN NATURE AND LIMITED TO STRUCTURE(S) WITHIN THE OUTDOOR RECREATION AREA IDENTIFIED ON THE SPECIAL EXCEPTION MASTER PLAN.

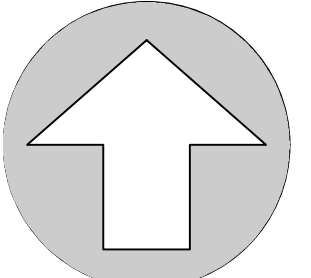
**LAND USE AREAS**

Color	Area Name	Acres
Purple	<b>VEHICULAR USE AREA</b> • ACCESS DRIVEWAY • PARKING LOT • STORMWATER AREAS	1.7 ACRES ±
Light Blue	<b>OUTDOOR RECREATION AREA</b> • TENNIS/PICKLE BALL COURTS • TABLE TENNIS/BADMINTON • COVERED PAVILIONS • ACTIVITY SPACE • SWIMMING POOL • CLUB HOUSE BUILDING • CONCESSION/PRO SHOP BUILDING • RESTROOMS • STORMWATER AREAS • EQUIPMENT STORAGE BUILDING(S)	5.1 ACRES ±
Green	<b>GREEN SPACE AREA</b> • PASSIVE OUTDOOR RECREATION AREAS • PEDESTRIAN TRAILS • LANDSCAPED AREAS • STORMWATER AREAS • BUFFER AREAS • TEMPORARY GRASS OVERFLOW PARKING	14.2 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

- NOTES:**
1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
  2. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.

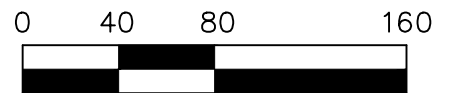


EB 2389  
720 S.W. 2nd Ave., South Tower, Suite 300  
GAINESVILLE, FLORIDA, 32601  
TEL. (352) 373-3541  
www.edaff.com permitting@edaff.com



**NORTH**

SCALE: 1" = 80'



GRAPHIC SCALE

No.	Date	Comment

Project No: 24-137

Project phase: SPECIAL EXCEPTION

Project title: FLAMINGO SPORTS CENTER ALACHUA COUNTY, FLORIDA

Sheet title: MASTER PLAN

Designed: CBS Sheet No.:

Drawn: TAR

Checked: CBS

Date: 09/26/24

**P100**

# Flamingo Sports Center Outdoor Recreation Facility Special Exception Application



**Prepared by:**

Clay Sweger, AICP LEED AP

**Project Request:** A Special Exception amendment application to allow an Outdoor Recreation facility as a limited use in an (A) zoning district as identified in ULDC Ch. 404, Article II (Use Table).

**Project Location:** 9409 SW Archer Road  
(Parcel Number 07089-002-000)

**Project Owner:** Wu Lingzheng

**Submitted:**

September 30, 2024

## Background

This application proposes a Special Exception to allow an outdoor recreation facility on Parcel 07089-002-000 located at 9409 SW Archer Road. The property is the site of a former YMCA facility. The parcel size is 21.44 +/- acres. According to the Property Appraiser's Office, there is an existing concession building at the site (1,254 SF) along with a canopy and paved areas. There is an existing well and septic system on the site.

On December 14, 2004, the Board of County Commissioners approved, with conditions, Resolution Z-04-30, which was a Special Use Permit to allow the construction of the YMCA facility in an Agriculture zoning district. At that time, the property consisted of 35.5 +/- acres. Subsequent to that approval, Resolution Z-15-5 was adopted by the Board of County Commissioners on February 10, 2015. Resolution Z-15-5 rescinded the Special Use Permit on the property. This request was made by the applicant because a portion of the 35.5 +/- acres was being sold to another property owner for a mixed-use TND development. That TND development has now been constructed and is known as The Collective at Archer.

The aerial photo below (Figure 1) illustrates the location of the subject property south of Archer Road and west of SW 91<sup>st</sup> Street. The parcel is accessed from the south side of SW Archer Road off SW Lugano Boulevard and a driveway connection (SW 72<sup>nd</sup> Ct.). As can be noted from the aerial photo, the property has been used in the past for recreational purposes. There is existing development to the west and the north/northeast.



The property owner is requesting this Special Exception to allow an Outdoor Recreation facility as a limited use in the A (Agriculture) zoning district. According to the Land Development Regulations, a limited use is permitted by right, provided that the use meets the Use Regulations in Chapter 404 for the specified use. In this case, the use standard is in Section 404.64 in the Land Development Regulations (Outdoor Recreation). Since some aspects of the facility exceed the stated standards, the applicant is required to submit a Special Exception application in support of the outdoor recreation use.

The proposed outdoor recreation facility is consistent with the prior use of the property for a YMCA facility, which was granted a Special Use Permit in 2004.

## **Project Summary / Description of Request**

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The applicant is proposing an outdoor recreation facility on the subject property to be known as Flamingo Sports Center. As illustrated on the accompanying Special Exception Master Plan, this facility will include: tennis courts; pickle ball courts; table tennis/badminton tables; a swimming pool; covered pavilions; activity space; a club house building (existing at the site); concession/pro shop building; storage building(s); and restrooms. The proposed facility exceeds the 1,000 square foot limit (by right) for permanent structures on the site, which triggers the Special Exception requirement. Proposed conditions limit any proposed lighting and audio levels for compatibility purposes.

The subject property has a Rural/Agriculture future land use designation and an Agriculture (A) zoning district. ULDC, Ch. 404, Article 2 (Use Table) states that outdoor recreation facilities are permitted as a limited use in the A zoning district through a Special Exception approval by the Board of County Commissioners. The application prepared indicates the merits of the application and provides a basis for approval of the Special Exception.

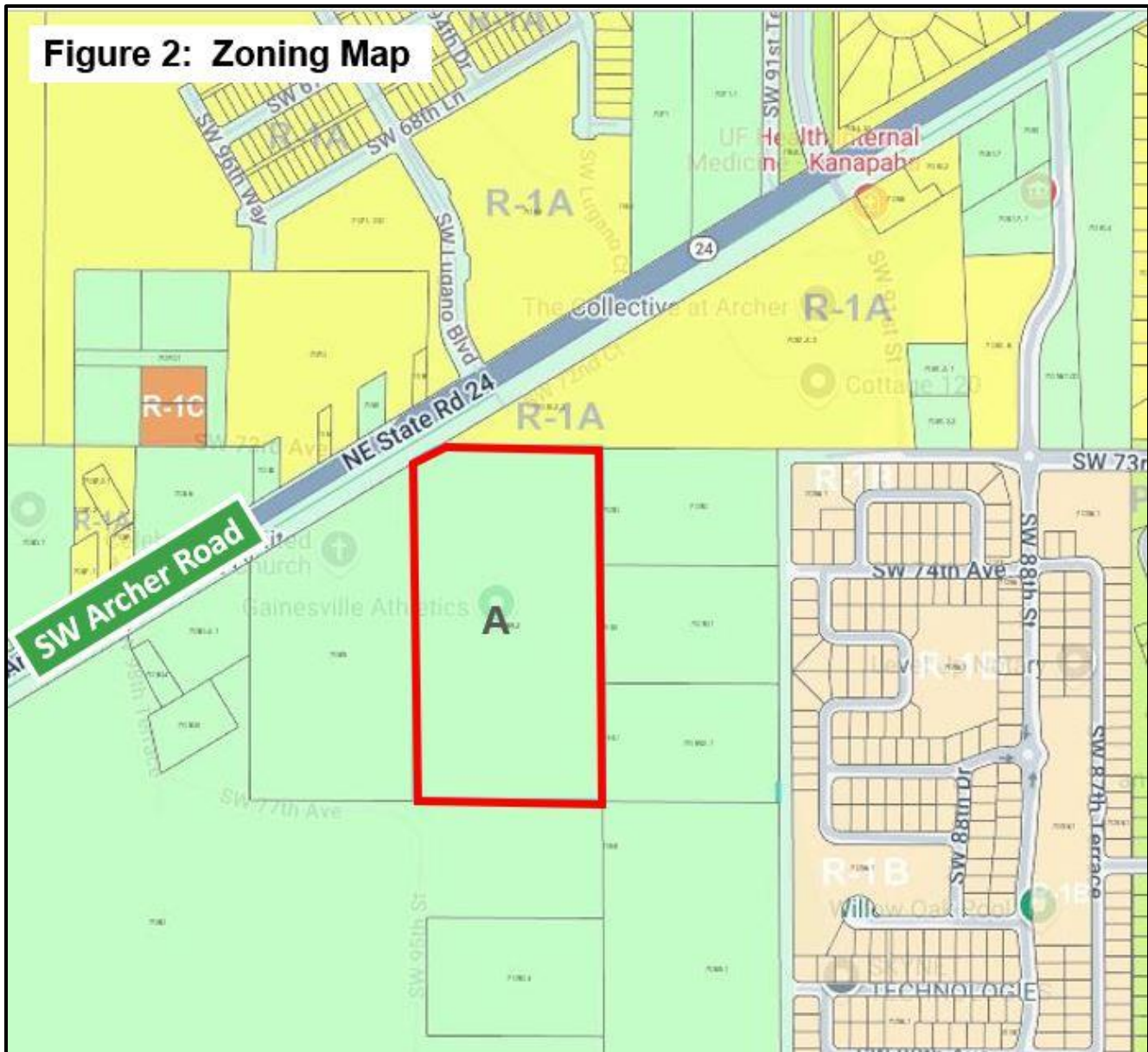
Given the facts presented in this application, the applicant requests that the County Commission grant a Special Exception to allow an Outdoor Recreation facility (known as Flamingo Sports Center) in the Agriculture zoning district. The proposed facility is compatible with the surrounding uses based on the conditions included with the Special Exception application. The proposed conditions are listed at the end of this report.

## **Zoning District**

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The subject property currently has an Agriculture (A) zoning designation, as shown on the existing zoning map below on Figure 2.

As stated previously, outdoor recreation is a permitted use by Special Exception in the Agriculture zoning district. The subject property is zoned Agriculture and is thereby eligible to request Special Exception approval. Conditions for the Special Exception are proposed at the end of this report that ensure compatibility with the surrounding properties.



**Figure 2: Zoning Map**

## Comprehensive Plan Consistency

The proposed outdoor recreation facility and associated Special Exception request is consistent with the Comprehensive Plan. The following is a summary of relevant Comprehensive Plan policies and a consistency statement:

### ***FUTURE LAND USE ELEMENT***

### ***FUTURE LAND USE ELEMENT DEFINITIONS***

***Outdoor recreation:*** Outdoor recreation uses include public or private golf courses, tennis courts, ball courts, ball fields and similar outdoor sports and uses that are not in enclosed buildings. This shall also include any accessory

*uses, such as snack bars, pro shops, clubhouses, country clubs, maintenance buildings or similar uses that are designed and intended primarily for the use of patrons of the principal recreational use or for the maintenance and servicing of the facilities. This definition shall not include entertainment and recreation uses such as amusement parks, miniature golf, race car tracks or motocross facilities or similar motorized sports.*

**Consistency:** The proposed Special Exception falls within the definition of ‘outdoor recreation,’ specifically as it is a proposed private facility with ball courts (and similar outdoor sports) and that are not in enclosed buildings, and includes accessory uses (concession building, club house, etc.) that are designed and intended primarily for the use of patrons of the principal recreational use.

#### **OBJECTIVE 6.2 - RURAL/AGRICULTURE**

*Areas identified for Rural/Agriculture on the Future Land Use Map are for agricultural activities including forestry and other agricultural uses, such as cattle grazing, cultivation of field crops, vegetable crops, dairies and those commercial or other uses on a limited scale serving or ancillary to agricultural activities, such as farm equipment and supplies, sales or service, farmers’ markets, agritourism activities, composting, limited agricultural processing and wood product processing and wood manufacturing as provided in Policy 6.1.8 above, and agricultural products distribution. Rural residential uses, home-based businesses, rural event centers, heritage tourism and ecotourism activities, resource-based recreation and **outdoor activity-based recreation are also allowed**. Other uses involving animals not normally associated with agricultural activities, which would be suitable in the Rural/Agricultural areas, such as animal sanctuaries, kennels, and commercial animal raising, may be approved by the County Commission. New residential uses at a maximum density of one dwelling unit per five acres shall be permitted subject to the restrictions in Policy 6.2.7, except that the total allowable dwelling units may be increased pursuant to the Planned Development-Transfer of Development Rights program in accordance with 6.2.5.1 or the incentive bonuses for clustering of rural residential subdivisions in accordance with Policies 6.2.9 - 6.2.14.*

**Consistency:** The future land use designation of the subject property is Rural Agriculture. This policy includes outdoor activity-based recreation uses as a permitted use.

#### **RECREATION ELEMENT**

##### **RECREATION ELEMENT DEFINITIONS**

**Activity-Based:** *sites that provide recreation which is user-oriented independent of location or the natural environment.*

**Consistency:** The uses within the proposed recreational facility (tennis/pickleball courts, etc.) fall within the definition of ‘activity-based’ recreation as they consist of constructed user-oriented improvements that are related to the natural environmental conditions of the property.

#### **OBJECTIVE 1.1**

*Develop and maintain an enhanced system of activity-based and resource-based recreational facilities that consist of a broad range of developed and protected sites and programmed recreation that is integrated by service area throughout the County from the neighborhood to the regional scale and accessible to all residents of Alachua County.*



**Consistency:** This private activity-based recreational facility will include a broad range of recreational sports activities for the use of local residents.

**Policy 1.1.2** *The County shall adopt and maintain, at a minimum, the following level of service standards for recreation: (1) 0.5 acres of improved activity-based recreation sites per 1000 persons in the unincorporated area of Alachua County; (2) 5.0 acres of improved resource-based recreation sites per 1000 persons in the unincorporated area of Alachua County. The level of service standards shall consider the location of the site and the population within the service areas for the park types, as set forth in Table 1 of this Element. The level of service standards shall account for changes in population due to annexation. The level of service standards shall include County funded or County developed facilities that are operated by other jurisdictions and shall include facilities provided by other entities for which Alachua County has cooperative use agreements.*

**Consistency:** The inclusion of this private activity-based recreation facility will support and augment the level of service standard for activity-based recreation sites.

**Policy 1.1.6** *Each site design shall consider measures that provide safety, environmental health, and adequate access for emergency vehicles.*

**Consistency:** The Special Exception Master Plan prepared for this project complies with the design considerations stated in this policy as this recreational use will not create issues related to safety or environmental health and will provide adequate access for emergency vehicles.

#### **OBJECTIVE 1.2**

*The County shall utilize recreation sites and funding mechanisms provided by the County, municipalities, State and Federal Governments, School Board of Alachua County, volunteer organizations and private groups to expand the recreational opportunities of Alachua County citizens.*

**Consistency:** The proposed Special Exception application will allow a new private activity-based recreation facility to serve the residents of SW Alachua County and, thereby, is consistent with this Objective.

**Policy 1.2.7** *The County shall investigate and utilize methods to increase private sector participation in provision of recreation facilities and programs including development incentives and/or regulations, e.g., density and intensity bonuses, provision of easements and land dedications.*

**Consistency:** The approval of the proposed Special Exception for a private activity-based recreation facility will increase private sector participation in provision of recreation facilities and programs and, thereby, is consistent with this Policy.

#### **OBJECTIVE 1.4**

*Expand the availability of recreational opportunities for Alachua County citizens by continuing to develop existing recreation sites and acquire new sites and by continuing to encourage provision of recreation sites by the private sector.*

**Consistency:** The approval of the proposed Special Exception for a private activity-based recreation facility will expand the availability of recreation facilities and programs provided by the private sector and, thereby, is consistent with this Policy.

**Policy 1.4.4** *The County shall promote provision of activity-based and resource-based recreation facilities by the private sector that are available to the public by providing development incentives. Such incentives may include credits against impact fees for the provision of recreation facilities and adequate assurance of availability in perpetuity. Development incentives shall be offered only for publicly accessible recreational facilities not required by development regulations and that have recreation as its primary function. The County's land development regulations shall provide minimum standards addressing accessibility, design and other standards for these publicly accessible private recreation sites or facilities being considered for credits against recreation impact fees.*

**Consistency:** This policy states that the County shall promote provision of activity-based recreation facilities by the private sector that are available to the public by providing development incentives. While no such incentives are specified in the ULDC, approval of this Special Exception will promote expanded recreational facilities in the southwestern portion of the County by the private sector.

## **Unified Land Development Code (ULDC) Consistency**

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Ch. 404.64 includes use specific standards that apply to outdoor recreation facilities. The following summarizes the consistency of the proposed project with the use specific regulations:

### **Sec. 404.64. Outdoor recreation.**

*Outdoor recreational facilities are allowed as limited uses in the A, C-1, RM-1, BR-1, BH, BA, BA-1, BW, and MB districts, subject to development plan review by the DRC and in accordance with the following standards. Any outdoor recreational use that exceeds these standards may be allowed as a special exception within these districts.*

- (a) *Where outdoor recreational activities will occur on site, the minimum lot area shall be ten (10) acres in the C-1 district, and five (5) acres in all other districts.*

**Response:** As indicated in this report, the proposed outdoor recreation facility is on a 21.44 +/- acre site, which exceeds the minimum lot area requirements for the Agriculture zoning district.

- (b) *A medium-density, 25-foot wide buffer, in accordance with Article IV, Landscaping, of Chapter 407, shall be provided to adjacent properties. A 50-foot wide setback from the property line shall be provided adjacent to residential land uses, including a medium-density, 25-foot wide buffer in accordance with Article IV, Landscaping, of Chapter 407.*

**Response:** As indicated in Condition 8 below, a 50-foot wide perimeter buffer will be provided, which proposes to retain the existing canopy tree vegetation.

- (c) *Permanent structures on the site shall be limited in size to one thousand (1,000) square feet and shall be subject to the setbacks and height limitations of the district. Permanent residence or overnight accommodations within these structures is prohibited.*

**Response:** There is an existing concession building on the site (from the prior YMCA use) that is 1,254 SF according to the Property Appraiser's records. As part of this Special Exception application request, the

applicant is proposing additional permanent structures on the site that will exceed the 1,000 square feet maximum, all to be located within the 'Outdoor Recreation Area' as delineated on the Master Plan.

(d) *Hours of operation shall be limited to between 7:00 a.m. and 9:00 p.m.*

**Response:** The hours of operation are between 7:00 a.m. and 9:00 p.m. Monday through Sunday.

(e) *Commercial uses shall be limited to payment for rental of equipment and for use of facilities, and retail sales of goods related to the activity on site.*

**Response:** Commercial uses at the site will be limited to concessions (food and beverages) and a pro shop, related to the outdoor recreation facility use. Condition 10 (see below) requires that food and beverage sales and sale of items related to the on-site sporting activities be ancillary and accessory in nature and limited to the area identified on the Special Exception Master Plan.

(f) *Outdoor lighting and installation and/or use of an audio system for recreational activities on the site is prohibited within the A and C-1 zoning districts.*

**Response:** The Special Exception application request includes a provision for both outdoor lighting and an audio system. Condition 3 (see below) limits the lighting to downward facing lights. No outdoor lighting except for security lighting shall occur after 11 p.m. Condition 4 (see below) limits the court music system (if proposed) to not exceed 90 decibels.

(g) *Within the C-1 district, only activities considered as resource-based recreation shall be permitted to occur on the site, provided that they do not significantly alter the natural functions of the conservation area.*

**Response:** The property is not zoned C-1, therefore, this is not applicable.

Ch. 404 includes a Use Table which indicates that an 'outdoor recreation' is permitted as a limited use in the Agriculture (A) zoning district provided that a Special Exception application is approved by the Board of County Commissioners (BoCC) if the proposed facility exceeds the limits set in the use specific standards. The BoCC is empowered to grant the approval of the Special Exception as requested, subject to the criteria outlined in Ch. 402.113. These criteria and the applicant's response to each are listed below:

402.113            *Criteria for Approval*

*The Board of County Commissioners shall, as part of a decision to approve an application for special exception, make a finding that an application complies with both the general criteria and the review factors listed below:*

(a)     *the proposed use is consistent with the Comprehensive Plan and ULDC*

**Response:** As demonstrated in this special exception application report, the proposed facility is consistent with and furthers the Goals, Objectives and Policies of the applicable portions of the Comprehensive Plan and the ULDC. The proposed use is consistent with the underlying Rural Agriculture future land use designation and Agriculture (A) zoning district.

(b) *the proposed use is compatible with the existing land use pattern and future uses designated by the Comprehensive Plan*

**Response:** The project site is compatible with the existing land use pattern in the area. The proposed facility is located in an area that is surrounded by vacant properties with agricultural land use and zoning designations to the east and south. The Celebration United Methodist Church with agricultural land use and zoning designations abuts the subject property to the west. To the north, a small portion of the property abuts SW Archer Road. The parcel also abuts The Collective at Archer TND development to the north that has a Low Density Residential land use category designation and R-1A Single Family zoning. The conditions provided at the end of the report are intended to ensure compatibility with the surrounding properties by including buffers and limiting sound and lighting levels.

(c) *the proposed use shall not adversely affect the health, safety and welfare of the public*

**Response:** This application demonstrates that the granting of the Special Exception is in the public interest and will not adversely affect the health, safety and welfare of the public. The proposed Flamingo Sports Center provides for outdoor recreation opportunities to enhance the health and welfare of the public. The outdoor recreation use does not include any hazardous materials or activities that would affect public safety and welfare.

No negative environmental impacts shall occur as a result of the proposed outdoor recreation facility, and there are no known existing environmental constraints on the subject property.

(d) *satisfactory provisions and arrangements have been made concerning matters, where applicable:*

1. *ingress and egress to the property and proposed structures thereon with particular reference to automotive, bicycle, and pedestrian safety and convenience, traffic flow and control and access in case of fire and catastrophe*

**Response:** The subject property is accessed by from SW 72<sup>nd</sup> Court (paved private street) from recorded easements (OR 3696, page 534 & OR 3134, page 1380). The recorded easements also provides access across the subject property to the Methodist Church abutting to the west. No additional access is required or requested.

2. *off-street parking and loading areas where required, with particular attention to item 1 above*

**Response:** The proposed facility will provide adequate parking entirely internal to the project site as required in the ULDC as indicated on the Special Exception Master Plan (Vehicular Use Area). Condition 9 at the end of the report indicates that the number of parking spaces for the site shall include 50-70 paved parking spaces. There is also a provision for additional overflow grass parking to be permitted.

3. *the noise, glare or odor effects of the special exception on surrounding properties*

**Response:** The proposed outdoor recreation use and will not create any noise, glare or odor that is incompatible with land use pattern in the immediate area. Condition 3 (see below) limits lighting to downward facing lights and no outdoor lighting (except security lighting) after 11 p.m. Condition 4 limits the court music system (if proposed) to be controlled to not exceed 90 decibels.

4. *refuse and service areas, with particular reference to location, screening and items 1 and 2*

**Response:** When the development plan for the site is submitted, a dumpster location (within the Vehicular Use Area or Outdoor Recreation Area) will be identified and screened in accordance with the Land Development Code requirements.

5. *utilities, with reference to location and availability*

**Response:** The proposed outdoor recreation facility is located outside the urban services area and provides its own on-site water (there is an existing well at the site) and sewer (septic tank) systems to adequately serve the site.

6. *screening and buffering with reference to type, dimensions and character*

**Response:** Condition 8 (see below) requires a 50-foot wide perimeter buffer to be maintained along the property lines that retains all existing canopy trees. This 50-foot wide perimeter buffer is illustrated on the Special Exception Mater Plan being submitted with this application. Condition 5 (see below) includes a provision that the minimum separation from the proposed Outdoor Recreation Area and adjacent property lines is 50 feet.

7. *signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility with surrounding properties*

**Response:** No signage is currently located or proposed at this facility. However, any future proposed signage shall be identified and approved consistent with this condition and all applicable regulations outlined in Ch. 407, Article III of the ULDC. Lighting will be regulated by Condition 3, that limits lighting to downward facing lights. Further, no outdoor lighting (except security lighting) will be used after 11 pm per the condition.

8. *required yards and other open space*

**Response:** No formal open space is required for this use in the Unified Land Development Code. However, green space areas, including landscaped perimeter buffer areas to remain are proposed in the Special Exception and are indicated on the Special Exception Master Plan.

9. *general compatibility with surrounding properties*

**Response:** As demonstrated throughout this report, the proposed Special Exception application is compatible with the properties surrounding the subject property. The proposed conditions (see below), which include a 50-foot buffer requirement, provide for regulations that will ensure compatibility with surrounding properties.

10. *any special requirements set forth in this ULDC for the particular use involved.*

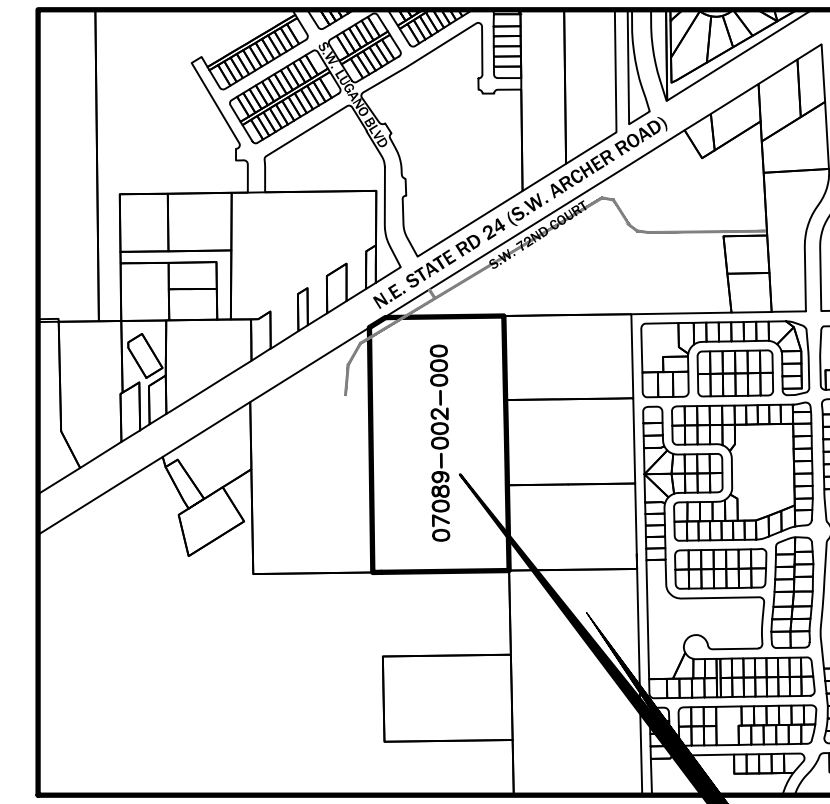
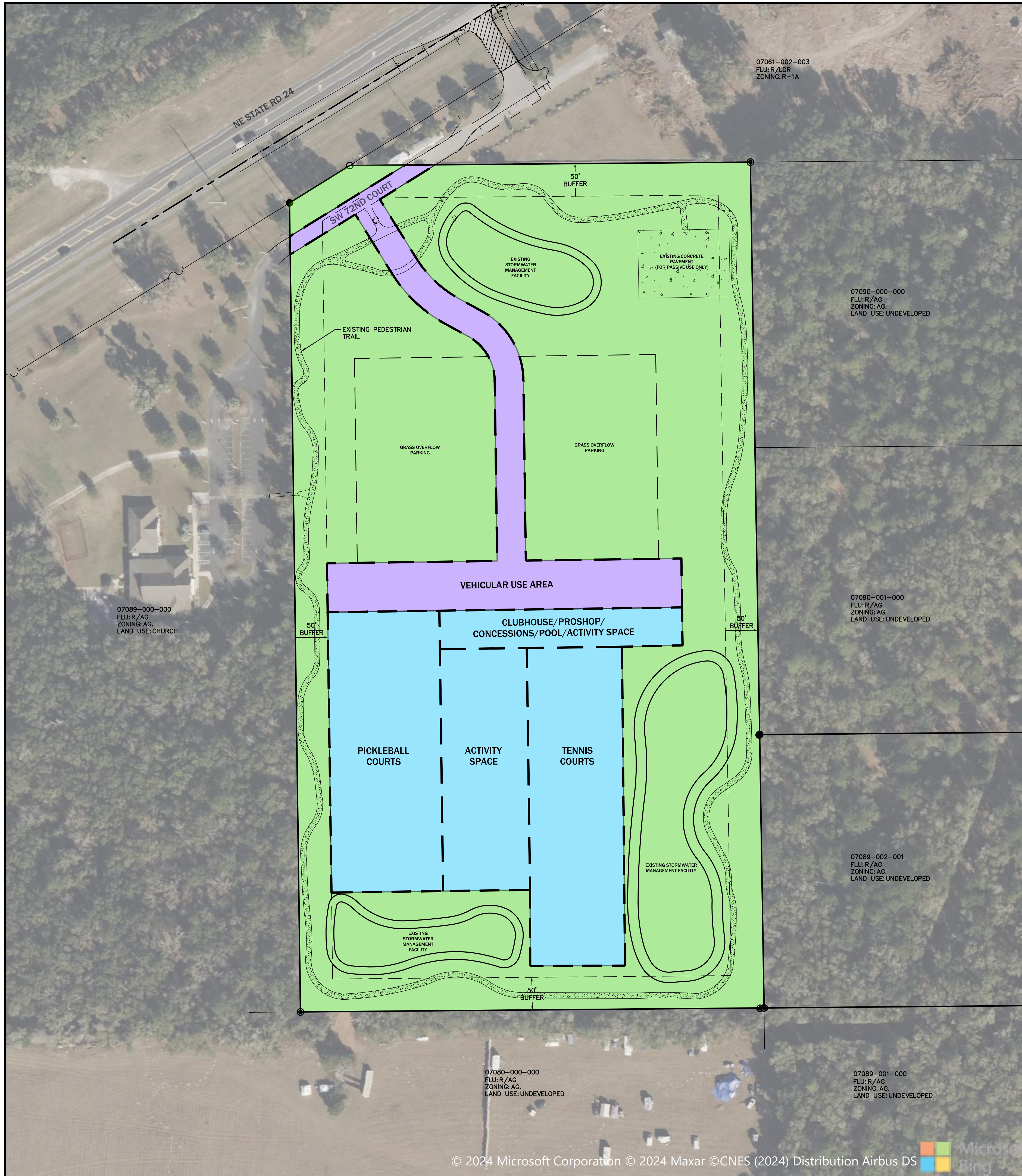
**Response:** The ULDC special requirements / use specific standards for outdoor recreation uses (Section 404.64) are discussed above in the 'Unified Land Development Code (ULDC) Consistency' section. That section discusses how the proposed outdoor recreation facility meets the requirements in Section 404.64. In addition, several conditions are included with this Special Exception application that apply to the project related to uses, setbacks, buffers, access, and operational details.

## **Proposed Special Exception Conditions**

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The applicant proposes the following conditions to apply to the approved Special Exception by the Board of County Commissioners:

1. This Special Exception is to allow a private outdoor recreation facility on approximately 21 acres (parcel number 08089-002-000).
2. Hours of operation shall be Monday – Sunday, 7:00 am – 9:00 pm.
3. Lighting shall be limited to downward facing lights and no outdoor lighting (except security lighting) shall occur after 11 pm.
4. Court music system (if proposed) will be controlled to not exceed 90 decibels.
5. Proposed site improvements shall be consistent with the Special Exception Master Plan, which delineates the approximate location of all on-site uses. The minimum separation from the proposed Outdoor Recreation Area and adjacent property lines is 50 feet.
6. Development Plan approval shall be required for proposed on-site improvements.
7. The existing pedestrian trail network shall be maintained as a fitness trail and will be open to the public.
8. A 50-foot wide buffer shall be maintained along the property lines and shall retain all existing canopy trees. A pedestrian trail network is also a permitted use in this area.
9. Parking shall be provided on site to adequately serve the anticipated use of the property and shall include between 50-70 paved parking spaces. Additional overflow grass parking is also permitted.
10. Food and beverage service and sale of items related to the on-site sporting activities shall be ancillary and accessory in nature and limited to structure(s) within the Outdoor Recreation Area identified on the Special Exception Master Plan.



**VICINITY MAP**  
ALACHUA COUNTY, FLORIDA  
1" = 1,000'

**LEGAL DESCRIPTION**

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHEAST QUARTER (N 1/2 OF THE NE 1/4) OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 835.90 FEET; THENCE NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 776.35 FEET; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 724.77 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 59 DEGREES 05 MINUTES 53 SECONDS EAST 51.58 FEET; THENCE SOUTH 00 DEGREES 06 MINUTES 23 SECONDS WEST 1266.88 FEET; THENCE NORTH 89 DEGREES 36 MINUTES 32 SECONDS WEST 44.21 FEET; THENCE NORTH 00 DEGREES 06 MINUTES 23 SECONDS EAST 1240.08 FEET TO THE POINT OF BEGINNING.  
 AND THE WEST ONE HALF OF THE NORTHEAST ONE QUARTER OF THE NORTHEAST ONE QUARTER (W 1/2 OF NE 1/4 OF NE 1/4) LYING SOUTH OF RAILROAD RIGHT OF WAY.

**SPECIAL EXCEPTION CONDITIONS**

- THE APPLICANT PROPOSES THE FOLLOWING CONDITIONS TO APPLY TO THE APPROVED SPECIAL EXCEPTION BY THE BOARD OF COUNTY COMMISSIONERS:
1. THIS SPECIAL EXCEPTION SHALL ALLOW AN OUTDOOR RECREATION FACILITY ON PARCEL NUMBER 07089-002-000.
  2. HOURS OF OPERATION SHALL BE MONDAY - SUNDAY, 7:00 AM - 9:00 PM.
  3. A MAXIMUM OF 6,500 SQ. FT. OF ENCLOSED BUILDING AREA SHALL BE ALLOWED. UP TO 50% OF THIS SQ. FT. MAY BE USED FOR FOOD AND BEVERAGE SERVICE AND THE SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES. FOOD AND BEVERAGE SERVICE AND THE SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES SHALL BE ANCILLARY AND ACCESSORY IN NATURE AND LIMITED TO STRUCTURE(S) WITHIN THE OUTDOOR RECREATION AREA AS IDENTIFIED ON THE SPECIAL EXCEPTION MASTER PLAN.
  4. OUTDOOR LIGHTING SHALL COMPLY WITH CHAPTER 407, ARTICLE XIV. NO OUTDOOR LIGHTING (EXCEPT SECURITY LIGHTING) SHALL OCCUR AFTER 11:00 PM OR BEFORE 7:00 AM.
  5. ANY AUDIO SYSTEM USED SHALL BE CONTROLLED TO COMPLY WITH TABLE 1 OF SEC. 110.04 IN THE ALACHUA COUNTY CODE.
  6. PROPOSED SITE IMPROVEMENTS SHALL BE CONSISTENT WITH THE SPECIAL EXCEPTION MASTER PLAN, WHICH DELINEATES THE APPROXIMATE LOCATION OF ALL ON-SITE USES. THE MINIMUM DISTANCE OF THE OUTDOOR RECREATION AREA TO ADJACENT PROPERTY LINES SHALL BE 50 FEET.
  7. DEVELOPMENT PLAN APPROVAL SHALL BE REQUIRED FOR PROPOSED ON-SITE IMPROVEMENTS.
  8. THE EXISTING PEDESTRIAN TRAIL NETWORK SHALL BE MAINTAINED AS A FITNESS TRAIL AND WILL BE OPEN TO THE PUBLIC.
  9. A 50-FOOT WIDE NATURAL VEGETATIVE BUFFER SHALL BE MAINTAINED ALONG ALL PROPERTY LINES AND SHALL RETAIN ALL EXISTING CANOPY TREES. A PEDESTRIAN TRAIL NETWORK IS ALSO A PERMITTED USE IN THIS AREA.
  10. BETWEEN 50 TO 70 PAVED PARKING SPACES SHALL BE PROVIDED ON SITE WITHIN THE VEHICULAR USE AREA AS SHOWN ON THE SPECIAL EXCEPTION MASTER PLAN. ADDITIONAL OVERFLOW GRASS PARKING IS ALSO PERMITTED AS SHOWN ON THE SPECIAL EXCEPTION MASTER PLAN.
  11. SPORTS COURTS MAY BE COVERED WITH OVERHEAD CANOPIES.
  12. A MINIMUM 10-FOOT TALL FENCE WITH ACOUSTIC WRAPS (DESIGNED TO ACHIEVE A MINIMUM SOUND ATTENUATION OF 24 DECIBELS) SHALL BE INSTALLED AROUND PICKLEBALL COURTS.

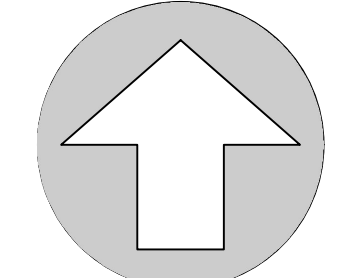
**LAND USE AREAS**

Area	Description	Area (Acres ±)
VEHICULAR USE AREA	• ACCESS DRIVEWAY • PARKING LOT • STORMWATER AREAS	1.7 ACRES ±
OUTDOOR RECREATION AREA	• TENNIS/PICKLE BALL COURTS • TABLE TENNIS/BADMINTON • COVERED PAVILIONS • ACTIVITY SPACE • SWIMMING POOL • CLUB HOUSE BUILDING • CONCESSION/PRO SHOP BUILDING • RESTROOMS • STORMWATER AREAS • EQUIPMENT STORAGE BUILDING(S)	5.1 ACRES ±
GREEN SPACE AREA	• PASSIVE OUTDOOR RECREATION AREAS • PEDESTRIAN TRAILS • LANDSCAPED AREAS • STORMWATER AREAS • BUFFER AREAS • TEMPORARY GRASS OVERFLOW PARKING	14.2 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

- NOTES:**
1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
  2. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.



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**NORTH**  
SCALE: 1" = 80'  
0 40 80 160  
GRAPHIC SCALE

No.	Date	Comment

Project No: 24-137

Project phase: SPECIAL EXCEPTION

Project title: FLAMINGO SPORTS CENTER ALACHUA COUNTY, FLORIDA

Sheet title: MASTER PLAN

Designed: CBS Sheet No.:

Drawn: TAR P100

Checked: CBS

Date: 11/01/24



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**Re: Z24-000007 (Flamingo Sports Center special exception) hearing on 11/20**

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**From** Chris Spencer <csgvillefl@gmail.com>  
**Date** Wed 11/13/2024 9:30 PM  
**To** Mehdi Benkhatar <mbenkhatar@alachuacounty.us>

1 attachment (7 MB)

FlamingoSportsCenterExemption\_Z24-000007\_Spencer\_Input2.pptx;

Hello Mehdi,

I'm attaching version 2 of the presentation that expresses a request to Flamingo Sports Center. Can you replace the previous presentation with this one?

Thanks,  
Chris

On Wed, Nov 13, 2024 at 2:56 PM Mehdi Benkhatar <[mbenkhatar@alachuacounty.us](mailto:mbenkhatar@alachuacounty.us)> wrote:

Hello Mr. Spencer,

I have informed the applicant's agent of your last e-mail. I can hold on to your presentation and backup document on noise. If you wish to attend the meeting and be recognized as a party we have your timely request on file.

Thanks,

Mehdi

---

**From:** Chris Spencer <[csgvillefl@gmail.com](mailto:csgvillefl@gmail.com)>  
**Sent:** Wednesday, November 13, 2024 12:16 PM  
**To:** Mehdi Benkhatar <[mbenkhatar@alachuacounty.us](mailto:mbenkhatar@alachuacounty.us)>  
**Cc:** Patricia Mcallister <[PAMCALLISTER@alachuacounty.us](mailto:PAMCALLISTER@alachuacounty.us)>  
**Subject:** Re: Z24-000007 (Flamingo Sports Center special exception) hearing on 11/20

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Mehdi,

Moving the pickleball courts further west and adding the noise mitigation (note 12) is a big improvement over the plan presented at the Neighborhood Workshop. This relieves my concern about the noise which makes 95% of the information on the presentation file I uploaded unnecessary. Can you please retract that file? I do still have a concern with the pedestrian traffic



along the trail being right next to my west property line. Is there a way you can communicate this with the developer?

Thanks,  
Chris

On Wed, Nov 13, 2024 at 8:27 AM Mehdi Benkhatar <[mbenkhatar@alachuacounty.us](mailto:mbenkhatar@alachuacounty.us)> wrote:  
Good morning Mr. Spencer,

I am the project lead for application Z24-000007 (Flamingo Sports Center special exception). Our office received your comments. I would like to inform you that the applicant submitted a revised master plan that shows the pickleball courts being moved further west on the site. Please see attached. We have noted that you wish to be considered as a party for the Planning Commission hearing on 11/20. If you have any other questions or concerns prior to the Planning Commission meeting please let me know.

Best,

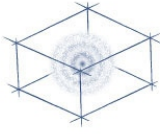
Mehdi



**Mehdi Benkhatar**  
Planner  
Growth Management  
10 SW 2nd Avenue • Gainesville • Florida • 32601  
352-374-5249 (office)



PLEASE NOTE: Florida has a very broad public records law (F.S.119).  
All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.



**Spendiarian & Willis Acoustics & Noise Control LLC**

*The Form and Function of Sound*

(520) 623-6003

AcousticalNoise.com

4335 N Alvernon Way, Tucson, AZ 85718

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# **Pickleball Noise Impact Assessment and Abatement Planning**

**Prepared for**

**City of Centennial  
13133 E. Arapahoe Road  
Centennial, Colorado 80112**

**Project Manager  
Neil Marciniak**

**Lance Willis, PhD**

**© Spendiarian & Willis Acoustics & Noise Control LLC**

**R. 0, July 11, 2023**

Spendiarian & Willis Acoustics & Noise Control LLC

1 of 77

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## **Executive Summary**

As pickleball grows in popularity across North America it has become necessary to define more accurate methods of assessing the noise impact of the sport on the surrounding community and plan effective strategies for integrating it into various recreational venues. The purpose of this document is to provide descriptions of measurement protocols appropriate for assessing short duration impulsive sound such as pickleball and paddle impacts, definitions of terms and acoustical metrics, and guidance for acoustical planning of new pickleball courts. Basic methodologies and best practices for community noise assessment, environmental acoustics measurements, and noise regulation documents are described.

The main concern for neighbors living close to pickleball courts is the popping sound produced by the paddle when it strikes the ball. This sound is narrowband, imparting a sensation of pitch, and very short in duration. For the latter reason, measurement techniques that involve averaging the sound pressure over time tend to underestimate the noise impact of the impulsive sound produced by the paddles. For this type of sound, the noise assessment methodology described in ANSI S12.9 Part 4 for the highly impulsive classification of sound, based on adjusted sound exposure level, is recommended as the most accurate means of assessing the community response to pickleball paddle impacts.

Planning open air pickleball courts begins with selecting an appropriate site that has sufficient setbacks to ensure an effective noise abatement plan will be possible. Most of the work of reducing sound levels at the neighbors is done by noise barriers in the form of sound walls or mass-loaded vinyl (MLV) fence covers. These are, however, limited in the amount of noise reduction they can provide making setbacks a critical component for success of the overall noise abatement plan. In order for a noise barrier to provide acoustical shielding it must be able to block the line of sight from the players on the pickleball courts to the surrounding noise sensitive areas including upper level windows and raised decks. These geometrical considerations, which will include topography as well as the neighboring structures themselves, may affect the minimum setbacks needed in a particular application.

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# 1. Introduction

## 1.1 Pickleball and Pickleball Sound

Pickleball is popular and rapidly growing paddle sport in the United States and Canada. It is played with a hard plastic ball similar to a wiffle ball. A pickleball court is 44 feet long and 20 feet wide compared to a tennis court at 78 feet long and 36 feet wide. A tennis court can be converted into four pickleball courts.



**Figure 1.1. Pickleball Game**

As the sport has grown so have concerns from those living near pickleball courts over noise. The impact of the pickleball on the paddle causes a sharp popping sound that can be heard hundreds



of feet from the courts. Unfortunately, poor siting and inadequate noise impact assessment and abatement at many locations have made open air pickleball courts controversial additions in many neighborhood settings. This document will provide guidance on noise impact assessment in general, how to accurately measure the sound produced by pickleball courts, site selection, and effective mitigation treatments.

## **1.2 Properties of Sound**

Sound, for the purposes of the this document, is a small pressure disturbance in the atmosphere producing the sensation of hearing. It may be produced by the vibration of a surface or by the pulsation of an airstream such as a rotating fan blade or the human vocal cords. Sound propagates through the atmosphere as a compression wave with a speed that increases with the temperature of the air. The characteristics of a particular sound are described in terms of amplitude (loudness), frequency (pitch), and the change of amplitude and frequency with time (impulsiveness, modulation, onset rate, or rise time).

Noise is unwanted sound. This may be a subjective assessment or it may imply effects on health, well being, and speech communication. Community noise impact is assessed in terms of both annoyance and public safety.

## **1.3 Annoyance**

The subjective aspect of noise is known as “annoyance.” Annoyance describes the quality of a sound that is perceived as objectionable. It differs from loudness, the perceived amplitude of a sound. Annoyance is often influenced by nonacoustic factors such as habituation or sensitization to the sound, involvement in activities that require concentration, attitudes towards sound sources and their operators, and the perceived necessity of the noise intrusions. For these reasons, reports of annoyance will have varying degrees of response bias.

Annoyance as a basis for determining acceptable noise levels can be traced to a paper by T. J. Schultz [Schultz, 1978] and the work of other researchers in the 1960's and 1970's. Schultz aggregated a group of social surveys regarding transportation noise in different cities and found that the results could be explained using a noise dosage relationship. This method has since been adopted by federal agencies tasked with regulating and evaluating road, rail, and air transportation noise.

Early research into the community impact of noise focused mainly on road traffic noise. As a result, other sound sources studied later were compared to traffic noise impact studies to determine their level noise impact. It was found that the sound pressure levels of sound sources having special characteristics such as impulsiveness and tonality did not correlate well with community questionnaires when directly compared to traffic sound pressure levels. The annoyance of these sources was often higher than the traffic noise for the same sound pressure level.

For this reason, the sound pressure levels of sound sources having these special characteristics are given an adjustment to compensate for the difference in noise impact. Part 4 of the ANSI S12.9 standard gives adjustments and measurement methodologies for a variety of sound

classifications and is used as the basis for the sound pressure level adjustments in this document.

## 1.4 Physiological Effects of Sound

While it is well known that high amplitude acoustical pressures can cause hearing impairment as well as other types injury to the body, lower amplitude sound can also have adverse long term physiological effects.

The World Health Organization recognizes that low level noise exposure has measurable health effects:

Sound/noise is a psychosocial stressor that activates the sympathetic and endocrine system. Acute noise effects do not only occur at high sound levels in occupational settings, but also at relatively low environmental sound levels when, more importantly, intended activities such as concentration, relaxation or sleep are disturbed. [WHO, *Night Noise Guidelines*, p. 61]

The sympathetic nervous system is part of the autonomic nervous system and is involved in the body's fight or flight arousal response. Chronic activation of the sympathetic system leads to stress, fatigue, and anxiety.

In addition to nervous system activation, sleep disturbance from noise can involve difficulty in falling asleep as well as awakenings that occur during sleep. Frequent awakenings lead to sleep fragmentation. This disrupts the normal stages of sleep and may lead to further neurocognitive manifestations not limited to daytime tiredness, loss of concentration, morning confusion, irritability, anxiety, and depression. [WHO, *Night Noise Guidelines*, p. 48, 26]

Environmental noise also has implications for the cardiovascular system, metabolism, and homeostasis, the ability of the body to regulate itself.

The auditory system is continuously analyzing acoustic information, which is filtered and interpreted by different cortical and subcortical brain structures. The limbic system, including the hippocampus and the amygdala, plays an important role in the emotional processing pathways. It has a close connection to the hypothalamus that controls the autonomic nervous system and the hormonal balance of the body. Laboratory studies found changes in blood flow, [blood pressure] and heart rate in reaction to noise stimuli as well as increases in the release of stress hormones... Acoustic stimulation may act as an unspecific stressor that arouses the autonomic nervous system and the endocrine system... The arousal of the sympathetic and endocrine system is associated with changes in the physiological functions and the metabolism of the organism, including [blood pressure], cardiac output, blood lipids (cholesterol, triglycerides, free fatty acids, phosphatides), carbohydrates (glucose), electrolytes (magnesium, calcium), blood clotting factors (thrombocyte, aggregation, blood viscosity, leukocyte count) and others. In the long term, functional changes and dysregulation may occur, thus increasing the risk of manifest diseases. [WHO, *Night Noise Guidelines*, p. 62-63]

The effects of stress can take many forms as seen above. Low level noise exposure that disturbs

sleep and concentration are known to produce a range of diagnosable illnesses and disorders.

## **1.5 Long Term and Short Term Community Impact**

Community response to noise is different for short term and long term exposures. Short term impact refers to sounds that occur occasionally for a limited period of time, usually on an irregular basis, that are not part of the normal activities on a property. These types of sounds are generally addressed in the municipal code.

Zoning or land use regulations focus on long term community noise impact. These sounds occur regularly over a period of time measured in weeks, months, or years and are usually part of the normal activities on a property. In most cases, however, this would not include construction activities as these are temporary and not a normal part of the usage of the site.

Municipal code noise regulations and land use code noise regulations serve different purposes, but compliment each other to protect the community from excessive noise under differing circumstances. The land use code governs long term community noise exposure and is directed mainly to developers and commercial property owners. A municipal code applies to short term noise sources that generally do not operate on a regular basis. The table below shows a comparison of how these two codes work separately and together to provide a more complete community noise policy.

**Table 1.1. Application of Short and Long Term Noise Regulation**

	<b>Municipal Code</b>	<b>Land Use Code</b>
Assessment Type:	Short term noise impact	Long term noise impact
Directed Toward:	Residents, public gatherings, noise control officers, police officers	Developers, architects, acoustical engineers, planning & development dept., noise control officers
Purpose:	<ul style="list-style-type: none"> <li>• Set threshold for offenses</li> <li>• Define penalties</li> </ul>	<ul style="list-style-type: none"> <li>• Guidance for site planning</li> <li>• Standards for noise abatement</li> <li>• Long term noise assessment</li> </ul>
Main Area of Law:	Criminal	Civil
Findings:	<ul style="list-style-type: none"> <li>• Made by officer on scene</li> <li>• Immediate determination of required action</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of all sound sources affecting surrounding properties by acoustical engineer</li> <li>• Analysis presented in detailed report</li> </ul>
Expected Outcomes:	<ul style="list-style-type: none"> <li>• Immediate action</li> <li>• Possible cease and desist order, citation, or arrest</li> </ul>	<ul style="list-style-type: none"> <li>• Comprehensive plan to bring the site into compliance</li> <li>• Installation of noise abatement treatments</li> </ul>

## 2. Definitions

### **A-weighted sound level**

A measurement of a sound level obtained using “A” frequency weighting. This weighting curve approximates the frequency response of human hearing for low to moderate sound pressure levels. The frequency weighting characteristics of the A-weighting filter are defined in ANSI S1.42 and ANSI S1.4.

### **Background sound**

Sound from all existing sources near and far that may interfere with a sound pressure level measurement, not to include the sound source being evaluated.

### **Decibel (dB)**

Ten times the logarithm to the base ten of the ratio of two quantities that are proportional to power. Quantities denoted as a “level” are decibel quantities, e.g. sound pressure level.

### **Ensemble sound**

Sound from all normal existing sources near and far at a given location, including the sound source being evaluated. The union of all sound sources observable at the point of assessment.

### **Equivalent-continuous sound pressure level**

The sound pressure level of a steady, continuous sound having the same sound energy as the time varying sound measured. Ten times the logarithm to the base ten of the time average over the period of a measurement of the square of the ratio of the sound pressure to the reference sound pressure of 20 micropascals expressed in decibels (dB).

### **Fast exponential time weighting**

A lowpass filter for the purpose of averaging or smoothing a signal having a time constant of 0.125 seconds applied to the square of the sound pressure as specified in ANSI S1.4-1983.

### **Highly impulsive sound**

Impulsive sound having very rapid onset rate or rise time typically resulting from impact processes or small arms gunfire including, but not limited to: metal hammering, wood hammering, drop hammering, pile driving, drop forging, pneumatic hammering, pickleball paddle and ball impacts, pavement breaking, metal impacts during rail-yard shunting operation, and riveting. ISO 1996 differentiates highly impulsive sound from regular impulsive sound by its noted level of intrusiveness.

### **Impulsive sound**

Sound that is characterized by brief excursions of sound pressure, typically less than one second, whose peak pressure noticeably exceeds the background sound pressure.

### **Insertion loss (IL)**

For a sound attenuator, noise barrier, or other noise abatement treatment, the decrease in sound level at a point of observation when the noise abatement treatment is inserted between the sound source and point of observation.

### **Noise**

Any sound which annoys or disturbs humans or which causes or tends to cause an adverse effect on humans, domesticated animals, or livestock.

### **Noise abatement plan**

A detailed plan demonstrating the mitigation measures to be taken in order to meet the requirements of this noise regulation. The noise abatement plan should describe the construction and locations of abatement treatments with the expected sound pressure levels at the receiving properties.

### **Noise impact assessment**

An analysis performed by a qualified acoustical engineer which determines the potential noise impacts of a proposed use.

### **Peak sound pressure**

The largest absolute value of the instantaneous sound pressure in pascals (Pa) in a stated frequency band during a specified time interval.

### **Regular impulsive sound**

Impulsive sound that is not highly impulsive sound. This includes speech and music.

### **Sound exposure level (SEL)**

Sound exposure level is a descriptor for characterizing the sound from individual acoustical events. The sound exposure is the time integral of the square of the sound pressure over a time interval equal to or greater than an acoustical event having units of pascal squared seconds. The sound exposure level is ten times the logarithm to the base ten of the ratio of the sound exposure to the product of the square of the reference sound pressure of 20 micropascals and the reference time of one second expressed in decibels (dB).

### **Sound level meter (SLM)**

An instrument used to measure sound pressure levels meeting the Type 1 standards for accuracy in ANSI S1.4-1983. Integrating sound level meters shall comply with ANSI S1.43-1997 Type 1. If octave band or fractional octave band filters are used, they shall comply with ANSI S1.11-2004 Class 1.

**Sound pressure**

A disturbance or perturbation of the atmospheric pressure with respect to the mean barometric pressure producing the sensation of hearing or vibration measured in units of pascal (Pa).

**Sound pressure level (SPL)**

20 times the logarithm to the base 10 of the ratio of the sound pressure to the reference sound pressure of 20 micropascals ( $\mu\text{Pa}$ ) expressed in decibels (dB).

**Tonal sound**

Sound having one or more single frequency oscillations (pure tones) or that is confined to a narrow band of frequencies meeting the criteria for tonal prominence. See ANSI S12.9 Part 4 Annex C or ANSI S1.13 Annex A.

## 3. Noise Regulation Best Practices

### 3.1 Purpose

A community is made up of individuals, families, businesses, government, land owners, tenants, and other groups conducting activities for their livelihoods and enjoyment. The purpose of noise regulation is to find a balance between the legitimate activities of one group and the need for peace and quiet of another and to provide a clear process for resolving disputes when they arise. Zoning noise regulations provide design goals for developers in planning a site for a specific activity and serve as criteria for assessing the community noise impact of existing sites. Clear guidance with regard to acceptable sound pressure levels is essential for ensuring new projects conform to community standards and for evaluating the compliance of existing land uses.

Noise regulations should set clear and enforceable limits on community noise exposure that accurately reflect the community response to a variety of common sound sources. Overly strict regulations lead to arbitrary and selective enforcement while overly simplistic sound pressure level limits lead to the impact of certain classifications of sound being underestimated or ignored completely.

A well provisioned noise regulation will therefore provide a comprehensive and accurate methodology for assessing the most common classifications of sound that impact a community. This ensures that community noise impact will be evaluated in a way that is representative of the experience of living and working in the community and also protects property owners from unreasonable demands for mitigation. Most importantly the noise regulations should provide a definitive means for bringing noise disputes to resolution.

Key goals of noise regulation include:

- Provide quantitative design targets for noise abatement
- Provide protections for neighbors for all classifications of sound
- Protect property owners from drawn out noise disputes

Benefits of good noise regulation:

- Defined design requirements for developers
- Easier to get financing for projects due to lower risk and uncertainty
- Enforceable standards for compliance
- No cutting corners for contractor at risk



## **3.2 Measurement Procedures**

Noise regulation generally takes the form of specifying maximum allowable A-weighted sound pressure levels at a given location. It is important that the locations specified for assessment and compliance be accessible such as at a property boundary.

Property boundary regulations protect the receiving property in its entirety against noise intrusions from adjacent sites. They also do not require entering private property in order to conduct acoustical testing. Performing acoustical measurements on the offending site creates bias due to the closer proximity to the sound source. Creating a noise abatement plan for new developments using noise assessment locations on the receiving property or inside a structure makes ensuring compliance more complicated. This will be discussed further in Section 3.3.

## **3.3 Common Ordinance Noise Descriptors**

Noise ordinances often do not have objective limits on sound pressure level, but instead use subjective criteria to evaluate noise impact. This leads to a great deal of difficulty in resolving noise disputes since neither side can agree on what the terms mean.

One common term is “audible” or “plainly audible.” The problem with this criterion is that neighbors will always be audible at certain times depending on meteorological conditions, time of day, etc. This places everyone in violation of the noise code leading to arbitrary and selective enforcement. The threshold of audibility depends on the background noise level at a specific location and time. It is therefore unpredictable for site planning purposes and unrepeatable. There is also no practical way to monitor without setting up a surveillance style recording system and reviewing the playback to identify the source in question.

Another common ordinance criterion is “excessive, unnecessary or offensive noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area.” This regulation puts the arbiter in the position of deciding who is a reasonable person and what constitutes normal sensitivity. It turns an engineering problem of assessing noise impact based on decades on scientific field studies into a personal problem with no clear guidance on consistent application or how to reach resolution.

The Maricopa County, Arizona Code, section P-23, prohibits sounds that can be “heard from within closed residential structures.” This code is unenforceable because it is untestable. First, it requires access to a private home or place of business. The home or business must then be searched to verify that all doors and windows are closed. For a developer it is impossible to plan for or ensure compliance with such an ordinance because it is dependent on the construction of the receiving structures.

The subjective criteria described above may be difficult to enforce due to vagueness. Under the vagueness doctrine a statute may be void if it leads to arbitrary enforcement, does not provide fair notice of what is and is not punishable, or does not detail the procedures followed by officers or judges of the law.

### **3.4 Reducing Vagueness**

The first step in reducing vagueness in noise regulation is to adopt a comprehensive, objective standard that addresses the most common sources of noise complaints, particularly impulsive and tonal sounds. There should be separate criteria for short and long term noise impacts. The zoning or land use code should focus on long term impacts while the municipal code addresses short term nuisance noise. The standards should not be overly restrictive such that common, everyday activities cause violations leading to arbitrary enforcement.

Sounds that are subjectively negative and disturbing for contextual reasons may require enumeration and specific restrictions in addition to sound pressure level limits. This may involve use limitation to certain times of day, complete prohibition, or other policies as deemed appropriate to the situation. A 5 to 10 dB adjustment for the enumerated sound sources may also be an effective means to address their greater noise impact.

### **3.5 Current Standards in Noise Regulation**

#### **3.5.1 European Union Directive 2002/49**

The current, most up to date noise regulations with regard to scientific research have been enacted through European Union Directive 2002/49. This directive implements the noise assessment methodology in International Organization for Standardization standard ISO 1996. The American adaptation of ISO 1996 is ANSI S12.9 Part 4. These standards provide a comprehensive, objective method to assess the community noise impact of the most common sources of noise complaints including broadband continuous, impulsive, and tonal sounds.

In addition to the assessment methodology, ANSI S12.9 Part 5 provides guidance for acceptable day-night levels for a variety of land uses. In practice, setting sound pressure level limits for residential, commercial, and industrial zoning areas is usually sufficient.

## 4. Classification of Environmental Sound

The impact of noise on a community is not always simply determined by the amplitude of the sound. Sounds that vary rapidly with time or have certain frequency characteristics can have an additional impact. This chapter discusses the classification of sounds with special characteristics and how they relate to community noise response.

### 4.1 Amplitude Characteristics

#### 4.1.1 Sound Pressure

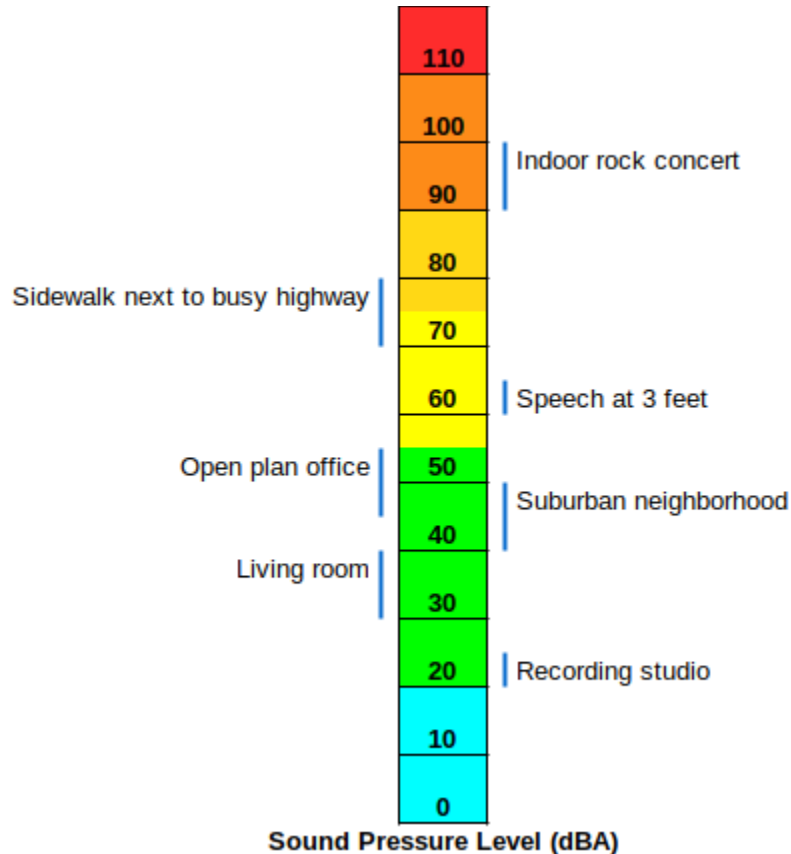
The most fundamental characteristic of sound is its pressure amplitude measured in units of Pascals (Pa). Due to the extremely wide sensitivity range of human hearing, sound pressure is normally presented on a logarithmic scale known as the decibel scale and denoted by the symbol, dB.

It is important to note that the decibel is a scale or unit of level, not a unit of measure. A decibel quantity must therefore have a reference value to define it. Any acoustic quantity described as a “level” is by definition on a decibel scale. The sound pressure level (SPL) is the sound pressure in Pascals normalized to the standard acoustical reference pressure of  $20 \cdot 10^{-6}$  Pascals as follows,

$$SPL = 20 \log_{10} \left( \frac{p}{20 \cdot 10^{-6}} \right)$$

where  $p$  is the sound pressure in Pascals and SPL is the sound pressure level in dB.

Figure 4.1 shows some typical sound pressure levels of common sound sources. Sound pressure levels in the blue range are very quiet and usually found only in special environments such as anechoic test chambers or remote forest areas. The green range is typical of quiet environments. For outdoor sound, most daytime noise regulations begin to apply in the yellow range at starting 55 dBA. The U.S Department of Housing and Urban Development will require a noise abatement before funding residential projects above 65 dBA. Above 75 dBA they will require a stringent approval process. At 90 dBA in the workplace, OSHA will require a hearing protection program for workers.



**Figure 4.1. Sound Pressure Levels of Some Common Sources**

#### 4.1.2 Broadband Continuous Sound

A sound pressure level reading that does not change rapidly with time, does not contain tones, and covers a wide frequency range is said to be broadband with respect to frequency and continuous with respect to time. Broadband continuous sounds are characterized primarily by their sound pressure level. Common examples are fans, well pumps, and traffic noise.

Broadband continuous sounds are the simplest to quantify and are used as a point of comparison for other types of sound. That is, they provide a stable and relatively neutral basis for comparing tonal, impulsive, and other special sound classifications. The sound pressure level limits set in most noise regulations apply to this type of sound. Other sound classifications are adjusted so that their impact can be compared to a broadband continuous sound pressure level. This greatly simplifies noise regulations; however, it requires methodologies to be defined to accurately normalize sounds with special characteristics on the basis of community response to those characteristics.

## **4.2 Spectral Characteristics**

The spectrum of an acoustic wave refers to its frequency content. The frequency range that a sound occupies may cover a wide band of frequencies, only a very narrow band, or even a single frequency in the case of a tone. Frequency is measured in units of Hertz (Hz) which are equivalent to one cycle per second.

### **4.2.1 Broadband**

As described above, broadband means that the sound covers a broad spectrum of frequencies. This type of sound is in general the most neutral in terms of subjective sound quality. A broadband source with emphasis on the frequencies above 1,000 Hz may, however, be characterized as sharp or shrill.

### **4.2.2 Narrowband**

Sounds occupying only a narrow portion of the auditory spectrum are said to be narrowband. Narrowband can be regarded as having a bandwidth less than 1/3 of an octave. This type of sound is sometimes encountered in impact processes where the impact excites a structural resonance, but the duration of the sound is very short due to damping in the structure. Narrowband sounds will require a sound pressure level adjustment due to their spectral characteristics in relation to broadband continuous sounds if they have tonal prominence (see Section 5.5.1 Assessing Tonal Sounds).

### **4.2.3 Tonal**

Sounds containing pure tonal frequencies are usually produced by rotating machinery, but can also be electrically amplified signals such as those created by a backup alarm. Human hearing is sensitive to tones. Sounds having tonal prominence will require an adjustment in order to be compared to broadband continuous levels (see Section 5.5.1 Assessing Tonal Sounds).

### **4.2.4 Infrasound and Ultrasound**

The nominal range of human hearing is 20 Hz to 20,000 Hz. Sounds outside this range are referred to as infrasound if below 20 Hz and ultrasound if above 20,000 Hz. Objectionable infrasound can sometimes be generated by wind turbines or industrial sound sources.

## **4.3 Temporal Characteristics**

The way sound changes with time can have a significant influence on the noise impact. Accounting for these characteristics is important for accurately predicting community response.

### **4.3.1 Stationary or Continuous**

Sound that changes slowly in amplitude with time is known as continuous or in statistical terms, stationary. In practice, sounds that do not meet the criteria for impulsive, rapid onset, or modulated are considered continuous and do not require any sound pressure level adjustment for

their temporal characteristics.

### **4.3.2 Impulsive**

Impulsive sound is characterized by brief excursions of sound pressure whose peak pressure noticeably exceeds the continuous sound pressure. The duration of a single impulsive event is usually less than one second.

Impulsive sounds often create annoyance because they are similar to sounds that contain important information about our environment such as a sound outside the house or a door closing. We are sensitive to these types of sounds because they alert us to events occurring nearby that we may need to respond to. Continuous false alarms make it difficult to relax, concentrate, or sleep soundly without disturbance.

Many researchers have found that impulsive sound requires a level adjustment to properly account for the special characteristics and sensitivity to this class of sound [Buchta, Smoorenburg, Vos] and that listeners are able to differentiate between loudness and annoyance for sounds with temporal variance [Dittrich].

Impulsive sound is considered to have three subcategories: regular impulsive, highly impulsive, and high energy impulsive. Each of these categories has a different sound pressure level adjustment.

#### **Highly Impulsive**

Highly impulsive sound is characterized by a sudden onset and high degree of intrusiveness. This is common for impact processes and small arms fire. Highly impulsive sound in general has a duration too short to be accurately measured using maximum fast exponential time weighting. Impulses with a regular repetition rate greater than 20 Hertz may be perceived as tonal rather than impulsive and require a tonal level adjustment.

Research has indicated that highly impulsive sound should receive a 12 to 13 dB adjustment [Buchta, Smoorenburg]. ANSI S12.9 Part 4 and ISO 1996 Part 1 recommend a 12 dB adjustment.

#### **High Energy Impulsive**

High energy impulsive sound is usually produced by explosive sources where the equivalent mass of dynamite exceeds 25 grams. Common sources are blasting or artillery fire. Sonic booms not produced by small arms fire are also included in this subcategory. High energy impulsive sound differs from highly impulsive sound mainly in the amount of low frequency energy produced.

#### **Regular Impulsive**

Impulsive sound not categorized as high energy or highly impulsive is categorized as regular impulsive. ANSI S12.9 Part 4 and ISO 1996 Part 1 recommend a 5 dB adjustment for regular impulsive sound.

## **Modulated**

Another type of transient sound is characterized by amplitude modulation. These sounds consist of a continuous series of impulsive events such as speech or music. Human hearing is most sensitive to amplitude modulation at a rate of about 4 Hz [Zwicker & Fastl, p. 177, 247-8]. This, not surprisingly, is the rate at which talkers typically produce syllables when speaking. Sounds having amplitude modulation near this rate may cause higher annoyance than continuous sounds at the same sound pressure level and should be treated as regular impulsive. When a large number of conversations is occurring at once such that the words of individual speakers cannot be understood, the noise impact may be more similar to a broadband continuous sound source.

### **4.3.3 Time of Occurrence**

Sounds that occur at certain times may become more objectionable. The community noise impact of sounds that occur at night is higher than in the daytime. Community noise impact is also higher during times when people are normally at home than when they are normally away at work.

## **4.4 Ensemble and Background Sound Pressure Levels**

Noise complaints usually involve a specific sound source. In any outdoor environment the source of interest will be among many background sources. Since it is in general not possible to remove the background sources, acoustical measurements must be performed in the presence of all active sound sources. “Ensemble sound pressure level” will refer to the sound produced by all sources at a given location including the source of interest. “Background sound pressure level” will refer to the sound present with the source of interest deactivated.

## **5. Measurement and Assessment of Environmental Sound**

### **5.1 Quantification of Sound**

#### **5.1.1 Sound Pressure**

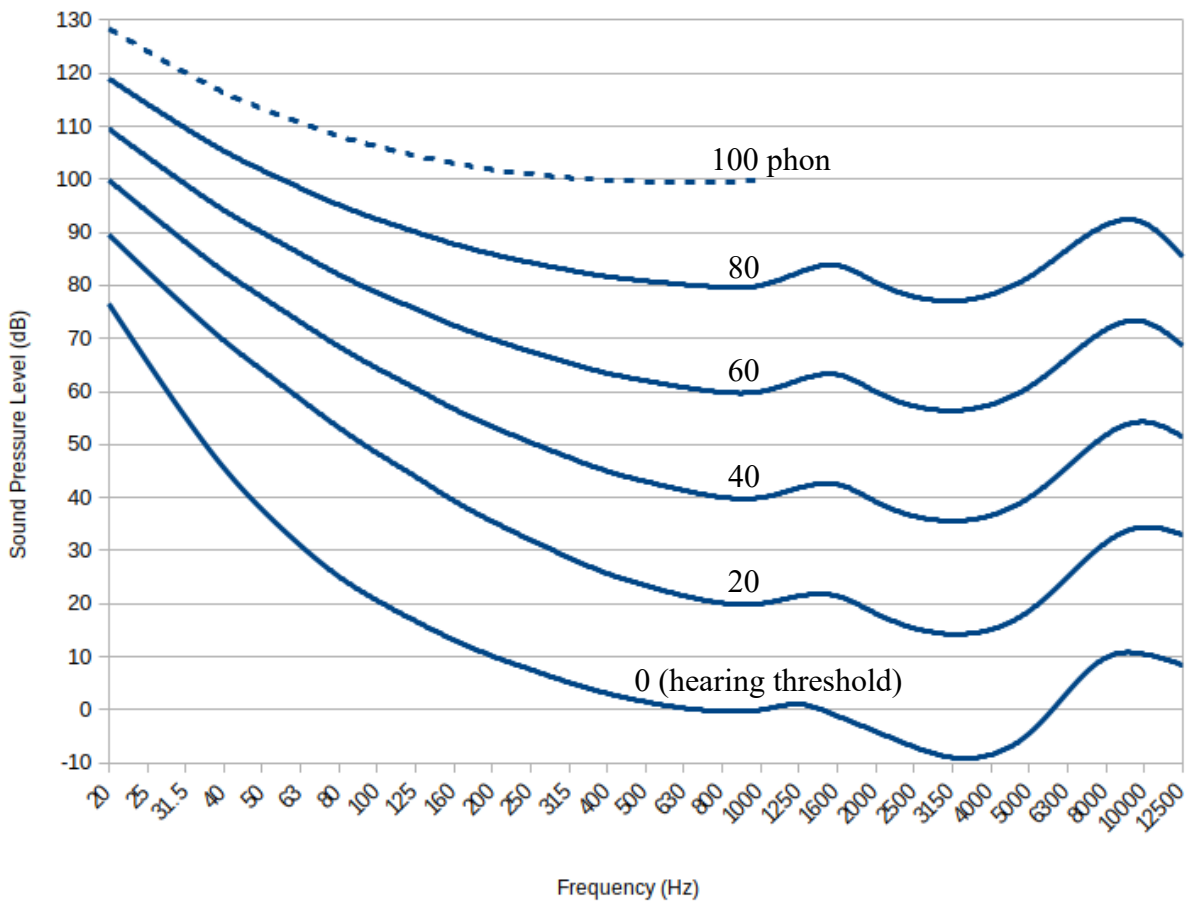
The measurement of sound in regard to noise regulation focuses on the sound pressure level (SPL) as described in Section 4.1.1. The human ear is a pressure sensor; therefore, the SPL most directly relates to the community response to noise. The human sensation of hearing does not, however, work in the same way that a microphone does. Spectral and temporal characteristics of a sound source can have a significant effect on the community response to that source. Signal processing must be applied to the measured sound pressure in order to adjust the measurement to the actual sensitivities of human hearing.

#### **5.1.2 Frequency Weighting**

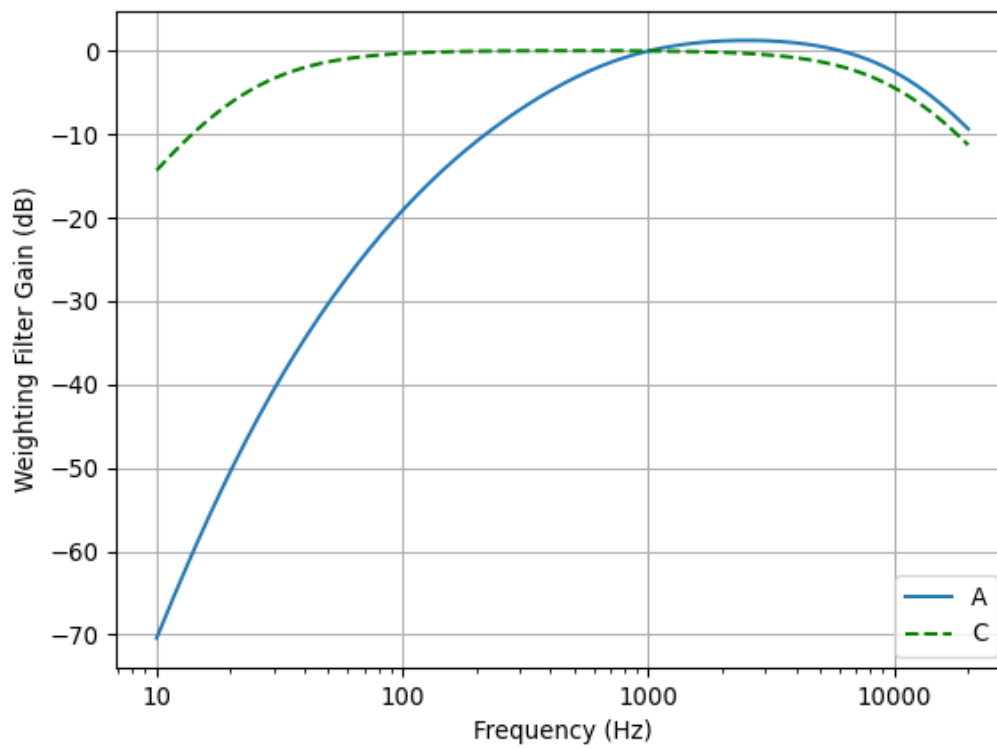
The first step in accurately representing the perceived loudness of sound is to simulate the frequency response of the human ear. Human hearing has lower sensitivity to sounds below 250 Hz and above 8,000 Hz as seen in Figure 5.1 [ISO 226]. Hearing sensitivity as a function of frequency is, however, also a function of amplitude. Different frequency weighting filters must therefore be used for different amplitude ranges. Figure 5.2 illustrates the A and C frequency weighting curves [ANSI S1.4] that simulate the equal loudness contours of human hearing with respect a 1,000 Hz tone at sound pressure levels of 40 and 100 dB respectively. Noise regulations generally specify the A-weighted sound pressure level since this curve most closely matches the target noise level goal for broadband sound sources.

A-weighted sound pressure levels are commonly expressed as dBA, dB(A), or  $L_A$ .





**Figure 5.1. ISO 226 Equal Loudness Contours**



**Figure 5.2. ANSI S1.4-2014 Frequency Weighting Curves**

### 5.1.3 Equivalent-continuous Sound Pressure Level

The equivalent-continuous sound pressure level is the principal acoustical quantity measured for long term noise impact assessment. This is a root-mean-squared average of the sound pressure over a period of time expressed as a sound pressure level. Equivalent sound pressure levels may represent the average level over a period of minutes, an hour, or some other interval.

The A-weighted equivalent sound pressure level is represented as  $LA_{eq}$ . The equivalent-continuous sound pressure level does not use exponential time weighting (see below).

### 5.1.4 Day Night Level

A variation of the A-weighted equivalent sound pressure level is the day night level (DNL or  $L_{dn}$ ). This metric incorporates the increased sensitivity to noise at night by adding a 10 dBA adjustment to sound occurring between 10:00 pm and 7:00 am. DNL is the most common metric used for transportation noise and is often applied to other broadband continuous sound sources.

### **5.1.5 Percentiles**

To gain more insight into the noise environment during a long term measurement, some statistical quantities may be employed. The quantities  $LA_{10}$  and  $LA_{90}$  represent the A-weighted sound pressure level exceeded during 10% and 90% of the time of the measurement.  $LA_{90}$  is often used as an indication of the minimum background noise level without the presence of single noise events.  $LA_{10}$  indicates the highest sustained levels.

### **5.1.6 Sound Exposure Level**

The sound exposure level (SEL) is used to quantify single noise events. It is particularly useful when the duration of an impulsive sound is too short to be accurately measured with an equivalent-continuous or exponential time weighted sound pressure level measurement. The equivalent-continuous level represents the mean squared average sound pressure. It does not account for instantaneous peak pressures. Impulses with short durations tend to get averaged out although the peak pressure may be significant. This can sometimes lead to the mistaken conclusion that the impulse has no greater noise impact than the background noise.

The sound exposure level also allows single noise events to be extracted from the measurement so that adjustments for special characteristics can be applied to more accurately represent the community response.

### **5.1.7 Peak Sound Pressure Level**

For impulsive sounds with rapid onset, the instantaneous peak sound pressure level may be important. This metric may be used to supplement the sound exposure level for highly impulsive noise events that do not occur frequently enough to accumulate a substantial amount of sound energy, but nevertheless do present a significant noise impact due to their high peak pressure levels.

It should be noted that peak sound pressure level alone does not necessarily differentiate between intrusive highly impulsive and regular impulsive sounds. Different impulsive sound sources with the same peak sound pressure may have different noise impacts. Noise impact assessment of impulsive sound is often multidimensional involving onset rate, frequency range, and impulse duration.

## **5.2 Acoustical Instrumentation**

### **5.2.1 The Sound Level Meter**

In the regulation of community noise, a sound level meter (SLM) meeting prescribed standards for accuracy and conformity is used. The meter consists of a microphone and a signal processing unit that performs frequency weighting (usually A and C) and time weighting functions. The sound pressure level is displayed on the meter. An SLM that can log sound pressure levels and compute an equivalent-continuous level is called an integrating SLM. Modern SLMs incorporate digital signal processing capable of logging many acoustical metrics at the same time and can save simultaneous calibrated audio recordings for source confirmation and further analysis.

Most professional acousticians use, and many noise regulations require, a meter meeting the ANSI S1.4 Type 1 standard. This is the highest accuracy used for field work. Type 2 meters meet a lower standard of accuracy and are allowed by OSHA and some municipal codes.

### **5.2.2 Exponential Time Weighting**

When taking sound pressure level measurements in the field, the reading on the meter can fluctuate rapidly for some sound sources. Exponential time weighting is a method of stabilizing the reading by applying a smoothing filter to the sound pressure envelop. Professional sound level meters will typically have three exponential time weighting settings: fast, slow, and impulse. The slow setting has time constant of 1 second. The fast setting time constant is 0.125 seconds (1/8 of a second). For most measurements the fast setting is preferred with the exception of impulsive sounds with a rapid onset rate.

Impulse time weighting uses a 0.035 second time constant on the rise of the sound pressure envelop with a peak hold having a 1.5 second time constant on the decay. The purpose of this setting is to allow a faster response on the rise of the signal to reduce the attenuation of the maximum pressure of the impulse, but have a slow decay to hold the reading on the meter display so it can be read and recorded. This time weighting is, however, still much slower than the impulse produced by typical highly impulsive sound source such as a pickleball paddle impact.

### **5.2.3 Integrating Sound Level Meters**

Integrating SLMs integrate the sound pressure over the time period of a measurement in order to calculate the equivalent-continuous sound pressure level (LAeq). An integrating meter is required for noise regulations that specify metrics based on equivalent-continuous sound pressure level such as the day night level (DNL) or hourly sound pressure level.

### **5.2.4 Frequency Band Analysis**

Some sound level meters include filters for obtaining octave band and fractional octave band sound pressure levels. Frequency band data is needed for designing sound walls and other noise abatement treatments. Unweighted octave band sound pressure levels may also be used to assess low frequency sound in regard to acoustically induced vibration caused by air handling units or subwoofers.

### **5.2.5 Calibration**

The calibration of the sound level meter should be recertified by a qualified, independent metrology laboratory at intervals recommended by the manufacturer of the meter, usually one year. The sound level meter shall be used as provided in the manufacturer's instructions.

It is standard practice when carrying out sound pressure level measurements to place a calibration device recommended by the meter manufacturer over the microphone before and after testing to verify that the sensitivity of the microphone has not changed and that the equipment has not been damaged prior to or during testing. The field calibrator should also be sent to a

qualified metrology laboratory to have the calibration certified at intervals specified by the equipment manufacturer. This period is usually one year.

## 5.3 Calculation Methods

### 5.3.1 Decibel Addition

When working with multiple sound sources, it may be necessary to understand how each individual source contributes to the total sound pressure level. Decibel levels do not add arithmetically, but must be combined logarithmically. Figure 5.3 shows a chart for adding two levels. First, calculate the difference in the levels. Next, find the level difference on the horizontal axis of Figure 5.3 and find the corresponding level addition of the vertical axis. Add this number to the highest of the two levels. For example, to add two levels, 50 and 56 dB, together, find the difference, 6 dB, on the chart. The addition is 1 dB. Therefore, the decibel sum of 50 and 56 dB is 57 dB. If the level difference is greater than 10 dB, the contribution of the lower level source is negligible.

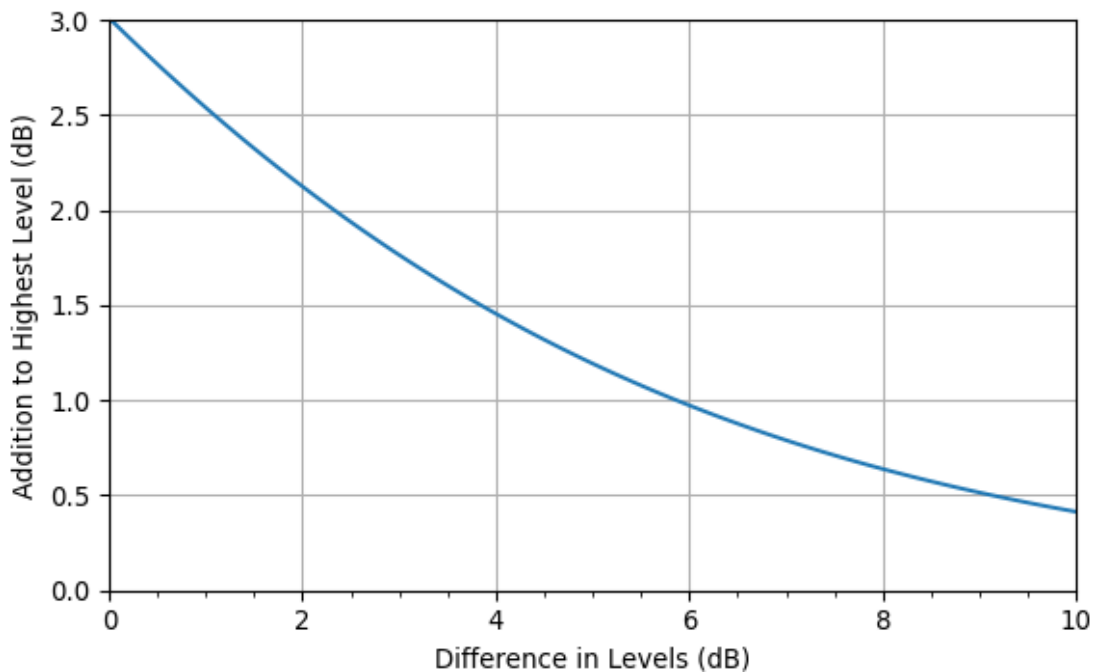


Figure 5.3. Decibel Addition

Equation 5.1 gives the direct calculation for the decibel sum,  $L_s$ , of levels,  $L_1$  and  $L_2$ .

$$L_S = 10 \log_{10} \left( 10^{0.1L_1} + 10^{0.1L_2} \right) \quad (5.1.1)$$

### 5.3.2 Background Noise Correction

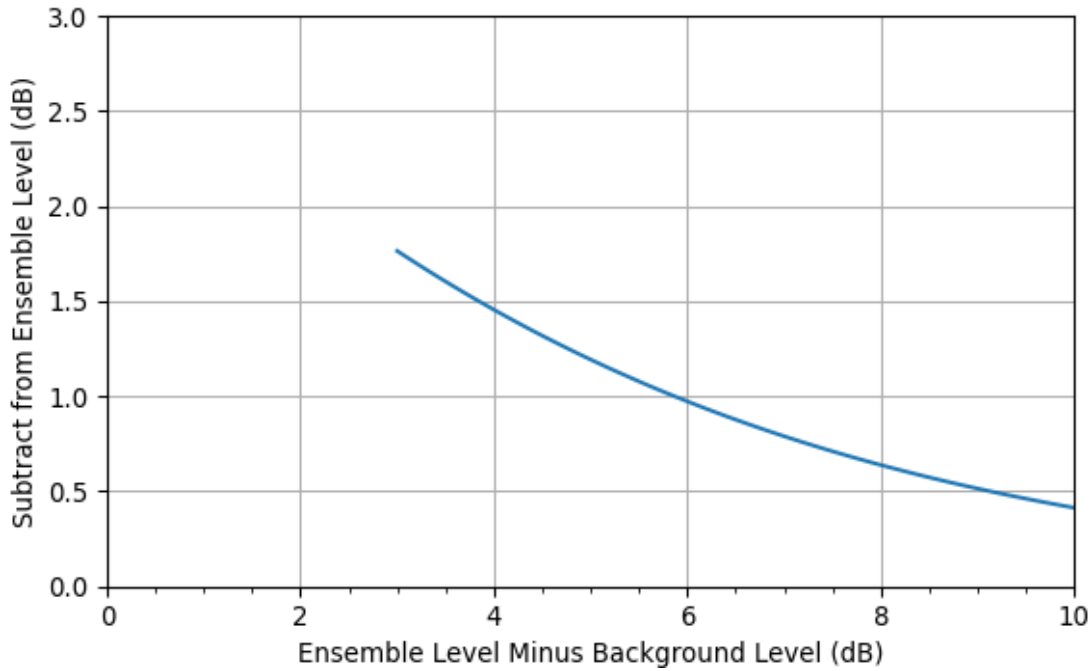
When assessing a noise issue it is common to measure the sound source of interest in the presence of other background sources. If the background noise level is within 10 dB of the ensemble noise level (see Section 4.4) a background noise correction should be applied to avoid overestimating the sound pressure level produced by the source of interest.

The corrected source level,  $L_{Source}$ , is found by the decibel subtraction of the background noise level,  $L_{bgn}$ , from the ensemble level,  $L_{ens}$ .

$$L_{Source} = 10 \log_{10} \left( 10^{0.1L_{ens}} - 10^{0.1L_{bgn}} \right) \quad (5.2)$$

The background corrected sound pressure level of the source can also be found using Figure 5.4. Subtract the background sound pressure level from the ensemble level. Find this level difference on the horizontal axis of the figure and locate the corresponding decibel value on the vertical axis. Subtract this number from the ensemble sound pressure level to get the background corrected level of the source.

If the ensemble sound pressure level is within 3 dB of the background noise level, the source of interest is producing less sound pressure than the background sources and cannot be accurately assessed. When the conditions on the site prevent the background sound pressure level from being measured it should be noted in the measurement report.



**Figure 5.4. Background Noise Correction**

**Example:**

An exhaust fan located on the exterior wall of a warehouse building runs continuously. A sound pressure level measurement taken at the nearest residential property line with the fan running reads 64 dBA. The fan is then shut off and the measurement repeated. The sound pressure level now reads 58 dBA due to a nearby roadway.

Subtracting the background noise level (58 dBA) from the ensemble level (64 dBA), which includes the fan and all other sound sources in the area, gives a difference of 6 dBA. From Figure 5.4, a 6 dB level difference on the horizontal axis corresponds to 1.0 dB on the vertical axis. Subtracting this number from the ensemble sound pressure level gives a result of 63 dBA for the sound pressure level of the exhaust fan by itself.

## 5.4 Measurement Procedures

### 5.4.1 Field Calibration

The calibration of the sound level meter shall be recorded before and after each series of measurements using a field calibrator or method recommended by the manufacturer of the meter.

#### **5.4.2 Measurement Conditions**

To the extent practical, all sound sources contributing to the ensemble sound pressure level at the point of measurement should be identified.

Measurements should not be performed when wind speeds exceed 10 knots (11 miles per hour, 5 meters per second), the SLM may become wet, or temperatures are outside the tolerance range of the SLM as specified by the manufacturer. A properly fitted windscreen shall be attached to the microphone.

Unless necessary, hourly or shorter duration measurements at distances greater than 100 feet (30 meters) should be performed on sunny days in order to avoid acoustic shadow zones formed by thermal inversions caused by ground heating. When the sun heats the ground, the relatively warm layer of air near the ground can cause sound to refract upward creating a complete or partial shadow. Measurements taken in the shadow zone can underestimate the sound pressure levels present at other times of the day.

#### **5.4.3 Measurement Locations**

The preferred noise assessment location is at the property line of the receiving property at the point most impacted by the sound source in question. More than one measurement location may be necessary for multiple sound sources or some noise sensitive areas.

In some situations the area most affected by the sound source of interest may be inside the boundaries of the receiving property. This is sometimes for the case, for example, if there is a wall blocking sound at the property line. Measuring the sound directly behind the wall may not be representative of the sound levels farther from the wall inside the receiving property or at the upper floors of a building located on the property.

#### **5.4.4 Sound Level Meter Placement**

The microphone of the sound level meter should be placed at a minimum height of 45 inches (1.1 meters) above ground level and a minimum distance of 12 feet (3.6 meters) from any other reflecting surface. The microphone should not be placed closer than 12 feet (3.6 meters) from any sound source.

Other microphone placements may be used as necessary to assess a specific noise sensitive area, but their acoustical characteristics must be specified.

#### **5.4.5 One Hour Equivalent-continuous Sound Pressure Level Measurements**

One hour equivalent-continuous sound pressure level measurements shall be conducted using an integrating sound level meter. For sound sources that do not change in level over time, a shorter measurement period may be used provided the sound pressure level measured is typical of the source in question, but not less than 2 minutes. If a sound source has a regular operating cycle, the time period of the operating cycle, including both time on and time off, may be used for the measurement.



## **5.5 Adjusted Sound Pressure Levels**

Sound sources that have special characteristics including impulsiveness and tonality have been found to have a noise impact greater than that indicated by the equivalent-continuous level. To account for this a set of adjustments to the equivalent-continuous sound pressure level have been defined based on the recommendations of ANSI S12.9 Part 4. These adjustments apply to equivalent-continuous sound pressure level measurement such as one hour A-weighted sound pressure levels (LAeq) and octave band equivalent-continuous sound pressure levels.

### **5.5.1 Assessing Tonal Sounds**

Sounds having tonal prominence receive a 5 dB adjustment. Tonal prominence is determined according to ANSI S12.9 Part 4 Annex C by comparing adjacent unweighted one-third octave band equivalent-continuous sound pressure levels to the one-third octave band containing the tonal frequency. If the adjacent band level differences are greater than 15 dB for the 25 to 125 Hz bands, 8 dB for the 160 to 400 Hz bands, or 5 dB for the 500 to 10,000 Hz bands, the tone has prominence and a tonal adjustment shall be applied to the one-third octave band containing the tonal component.

Tonal prominence may also be determined using the narrowband methods in ANSI S1.13-2005 Annex A. This method may be necessary for tones that are close to the separation between two one-third octave bands resulting in bleed over into both bands.

### **5.5.2 Assessing Impulsive Sounds**

Two categories of impulsive sound are addressed in this document: regular impulsive and highly impulsive.

Regular impulsive sound includes speech and music. It receives a 5 dB adjustment.

Highly impulsive sounds receive a 12 dB adjustment. Highly impulsive sounds occurring at a rate greater than 20 per second are usually not perceived as distinct impulses and no impulse adjustment shall apply; however, if the repetitions are regular in time a tonal sound adjustment may be necessary.

Equivalent-continuous sound pressure level alone is not sufficient to assess sounds characterized by impulsiveness. Highly impulsive and sporadic single events may produce a relatively small amount of energy compared to the background noise level. This does not necessarily mean they will not have a significant impact. Equivalent-continuous levels are often insensitive to short duration events even though the impulses may be clearly noticeable. In these instances the sound exposure method may be necessary to assess these events (see Section 5.5.3).

### **5.5.3 Applying Adjustments Using Sound Exposure Level**

Impulsive sounds are usually spread out in time whereas background noise is continuous. The background noise will therefore often contribute more to an energy averaging metric like the equivalent-continuous sound pressure level than the impulses even though an observer on the site may report the impulses as the primary sound source due to their high peak sound pressures. In

cases like this a windowing method such the sound exposure must be used to separate the impulses from the background noise so that adjustments can be appropriately applied to the part of the ensemble sound containing the impulses.

One common use for the sound exposure level (SEL) is the comparison of two discrete sound events; however, in the context of applying adjustments to impulsive sound the SEL will be used to overcome the influence of the background noise by separating out the individual impulse events from the rest of the measurement data. The SEL of a single event,  $SEL_{event}$ , can be found from the background noise corrected equivalent-continuous sound pressure level over just the time of the event,  $L_{eq,event}$ ,

$$SEL_{event} = L_{eq,event} + 10 \log_{10}(T_{event}/T_0) \quad (5.3)$$

where  $T_{event}$  is the duration of the event in seconds and  $T_0$  is the reference time of 1 second.  $T_{event}$  should be inclusive of the entire event. In situations where the background noise level fluctuates it may be necessary to find the background noise level in the immediate vicinity of each impulse event in order to do the corrections.

The appropriate regular or highly impulsive adjustment can now be added directly to the SEL of the event. This process can be repeated for each impulse to obtain a set of SELs.

In order to compare the resulting sound exposures to the level limits in the regulations, the SELs must be converted to an equivalent-continuous level over the time period of the original measurement. The adjusted equivalent-continuous level of the impulses during the time of the measurement,  $L_{eq,adj}$ , is therefore the decibel sum of each event's background corrected sound exposure level,  $SEL_{event,i}$ , and its adjustment,  $K_i$ , minus the measurement time,  $T$ , in decibels.

$$L_{eq,adj} = \sum_i 10^{(0.1(SEL_{event,i} + K_i))} - 10 \log_{10}(T/T_0) \quad (5.4)$$

An alternative form of Eq. 5.4 is useful in when the mean SEL and the number of events over a period of time are known for an impulsive sound source.

$$L_{eq,adj} = SEL_{src} + K_{impulse} + 10 \log_{10}(N) - 10 \log_{10}(T/T_0) \quad (5.5)$$

Here  $L_{eq,adj}$  is equal to the sum of the sound exposure level for one event occurrence,  $SEL_{src}$ , the adjustment for the type of impulse,  $K_{impulse}$ , the number of occurrences,  $N$ , in decibels, and total time period over which the impulses occur,  $T$ , in decibels.

$L_{eq,adj}$  can now be combined with the other adjusted sound source levels in the project using Eq.

5.1 to obtain the total adjusted equivalent-continuous sound pressure level. This level can then be compared to the level limits in the noise regulations.

For more information on sound exposure level see ANSI S12.9 Part 4 and Harris, Chapter 12.

#### **5.5.4 Time of Day Adjustments**

For noise impact assessment, the day is typically divided into three segments: day, evening, and night. For residential land uses, each of these time periods will have different noise sensitivities. During the daytime, usually defined as 7:00 am to 7:00 pm, many people are at work or busy with other activities away from home. In the evening, 7:00 pm to 10:00 pm, people tend to be at home and are more aware of noise in the area. Nighttime is the most noise sensitive time as people are sleeping. Weekends also have a higher noise sensitivity similar to evenings when people tend to be at home, but not sleeping.

For residential land uses, time of day adjustments include a 5 dB adjustment for the evening and a 10 dB adjustment for the nighttime hours. Weekend daytime hours also receive a 5 dB adjustment similar to evening hours.

### **5.6 Measurement Reports**

After a set of field measurements have been completed, a report of the findings should be issued containing the following information:

1. Make, model, and serial number of each piece of measuring equipment
2. Date and location of the most recent laboratory calibrations
3. Site plan showing measurement locations
4. Statement of on-site calibration verification before and after each series of measurements
5. Name of the engineer conducting the tests

For each measurement location the following information should be noted:

1. Date and time of the measurement
2. Acoustical metrics measured
3. Time and frequency weighting used
4. Microphone location and height
5. Windscreen used
6. Description of the test location including the type of ground and any reflecting surfaces near the SLM or sound source being investigated
7. Primary and secondary sound sources contributing to the measurement

8. Background noise level if investigating a specific sound source
9. Weather conditions: temperature, humidity, wind speed and direction, cloud cover, and sun exposure
10. Photo image showing the sound level meter and intervening ground between the meter and the sound source of interest

## **5.7 Noise Impact Assessments**

### **5.7.1 Purpose and Methods**

A noise impact assessment provides a determination of the likely effects of introducing a new activity on the surrounding area. For new developments or modifications of existing developments involving on site activities that are likely to have a noise impact on the surrounding area, a noise impact assessment should be prepared by a qualified acoustical engineer. ISO 9613 and ANSI S12.62 provide a basic methodology for predictive acoustical site assessment; however, other methodologies may be used as appropriate for the area, conditions, and sound sources being evaluated. A noise impact assessment may be based on measurements of similar sound sources at a different location; however, differences in propagation paths that may affect the noise impact must be accounted for.

### **5.7.2 Present and Future Noise Exposure**

With many sound sources, the noise impact may increase over time, e.g. roadways and other modes of transportation whose usage can be expected to increase in the future. In preparing noise impact assessments for proposed developments, future usage patterns should be included in the analysis.

## **5.8 Existing Noise Regulations**

Best practices and current standards for noise assessment have been covered in Chapter 3. These criteria will be used here to evaluate noise regulations that apply within the City of Centennial.

### **5.8.1 City of Centennial Municipal Code, Chapter 10, Article 12**

The City of Centennial does not currently have a land use noise regulation. Noise violations are defined in the Municipal Code. Two sections of the Code relate to noise assessment.

#### **Sec. 10-12-10. - Legislative declaration.**

It is hereby declared that protection and preservation of the home is of the highest importance; that unnecessary and excessive noise is a significant source of environmental pollution that threatens the public health, welfare, tranquility and good order of the community; and that the prohibitions and other protections set forth in this Article are enacted to secure and promote public peace, welfare, comfort and health.

## **Sec. 10-12-20. - General prohibition.**

It shall be unlawful for any person to make, continue or cause to be made or continued any excessive or unusually loud noise which:

- (1) Disturbs, annoys or endangers the peace, repose, comfort, safety or health of others; or
- (2) Endangers or injures personal or real property.

These Code sections do not prescribe an objective measure of excessive noise, but state that “protection and preservation of the home is of the highest importance.” Section 10-12-20(1) prohibits sound that “disturbs, annoys or endangers the peace, repose, comfort, safety or health of others.” No guidance is given for compliance with the Code; however, ANSI S12.9 Part 4 is a standard for assessing annoyance in a community setting caused by noise and would be in alignment, as an objective assessment methodology, with the criteria in Section 10-12-20(1).

## **5.8.2 Colorado Revised Statutes 25-12-101**

The Colorado Revised Statutes seeks to provide statewide minimum standards for noise levels.

### **25-12-101. Legislative declaration**

The general assembly finds and declares that noise is a major source of environmental pollution which represents a threat to the serenity and quality of life in the state of Colorado. Excess noise often has an adverse physiological and psychological effect on human beings, thus contributing to an economic loss to the community. Accordingly, it is the policy of the general assembly to establish statewide standards for noise level limits for various time periods and areas. Noise in excess of the limits provided in this article constitutes a public nuisance.

C.R.S. 25-12-103(1) provides some objective maximum limits on permissible sound pressure levels. For residential land uses, the daytime limit is 55 dBA. Evening hours are not defined; however, nighttime hours are from 7:00 pm to 7:00 am. This includes hours that would normally be considered evening. The nighttime sound pressure level limit is 50 dBA which is more typical of a 5 dBA evening penalty than the more customary 10 dBA nighttime level limit reduction.

Acoustical measurements are to be made 25 feet inside the receiving property boundary. This is problematic for a number of reasons. First, it requires entering private property in order to assess the sound level. This makes assessment, monitoring, and enforcement more difficult. It also does not protect the entire receiving property. This can be especially impactful for residents on small lots or rental properties where the back patio may be within this distance.

While C.R.S. 25-12-103(3) does include provisions for impulsive sound,

Periodic, impulsive, or shrill noises shall be considered a public nuisance when such noises are at a sound level of five db(A) less than those listed in subsection (1) of this section.

with a 5 dBA reduction in the allowable sound pressure level, this approach is overly simplistic

and will underestimate the noise impact of highly impulsive sounds.

Overall, the noise assessment procedure in C.R.S. 25-12 appears to be a compromise between simplicity of noise assessment and completeness. While adequate for many sound sources, it will underestimate the noise impact some classifications of sound that include highly impulsive sound and sounds that occur during regular nighttime hours of 10:pm to 7:00 am when most residents are sleeping. The choice of noise assessment location 25 feet inside the receiving property increases the difficulty of monitoring and decreases the level of protection afforded to home owners for the use of their outdoor spaces.

## 6. Characteristics of Pickleball Sound

Spendiarian & Willis has prepared many noise assessments and abatement plans for pickleball courts. This chapter summarizes some of the knowledge gained over the years of working with this sound source.

The main concern in regard to noise from the pickleball courts is the sound produced by the impact of the hard plastic ball on the paddles. This sound is characterized by a sudden onset and brief duration, thus classifying it as impulsive sound. The spectral content of the paddle impact is narrowband with a center frequency typically between 1,000 and 2,000 Hertz. This is near the most sensitive frequency range of human hearing.

### 6.1 Comparison of Pickleball to Other Activities

There is a common misconception that pickleball is acoustically equivalent to tennis, volleyball, or many of the other activities typically found at outdoor recreation centers and parks. Numerous news articles covering disputes over pickleball noise, many of which originate when existing tennis courts are converted to pickleball, demonstrate that this is not the case:

- Cutler, Amy, “Rise of pickleball pitting neighbor against neighbor, leading to lawsuits,” Arizona's Family, Phoenix, Arizona. February 13, 2023. <https://www.azfamily.com/2023/02/13/rise-pickleball-pitting-neighbor-against-neighbor-leading-lawsuits/>
- Arden, Amanda, “Lake Oswego shuts down city pickleball courts indefinitely due to noise complaints.” KION 6 News, Portland, Oregon. January 23, 2023. <https://www.koin.com/local/lake-oswego-shuts-down-city-pickleball-courts-indefinitely-due-to-noise-complaints/>
- Columbo, Mike, “Pickleball plan pits Kirkwood residents against neighboring country club.” Fox 2 Now, Saint Louis, Missouri. January 26, 2023. <https://fox2now.com/news/contact-2/pickleball-plan-pits-kirkwood-residents-against-neighboring-country-club/>
- Sheets, Connor, “Pickleball noise is fueling neighborhood drama from coast to coast.” *Los Angeles Times*, Los Angeles, California. March 3, 2022. <https://www.latimes.com/california/story/2022-03-03/pickleball-noise-fueling-neighborhood-drama>
- Adler, Erin, “Apple Valley neighbors in a pickle over pickleball noise.” *Star Tribune*, Minneapolis, Minnesota. March 27, 2019. <http://www.startribune.com/apple-valley-neighbors-in-a-pickle-over-pickleball-noise/507726242/>
- Bartel, Mario, “Pickleball banished from Port Moody court after neighbours complain of

rising stress, anxiety.” The Tri-City News, Coquitlam, British Columbia, Canada. April 24, 2021. <<https://www.tricitynews.com/local-sports/these-games-are-loud-port-moody-pickleball-neighbours-revolt-against-rising-stress-anxiety-3662369>>

- City of Lakewood, “Green Mountain Courts Closure.” <[https://www.lakewoodtogether.org/pickleball/news\\_feed/green-mountain-courts-update](https://www.lakewoodtogether.org/pickleball/news_feed/green-mountain-courts-update)>
- Higgins, Sean, “No vote on residential pickleball until city adopts new land management code.” KPCW News, Park City, Utah. January 27, 2022. <<https://www.kpcw.org/park-city/2022-01-27/no-vote-on-residential-pickleball-until-city-adopts-new-land-management-code>>
- Maryniak, Paul, “Pickleball lights plan puts two HOAs at loggerheads.” Ahwatukee Foothills News, Tempe, Arizona. November 29, 2017. <[https://www.ahwatukee.com/news/article\\_9056a946-d48e-11e7-9838-8b69fb2d50b2.html](https://www.ahwatukee.com/news/article_9056a946-d48e-11e7-9838-8b69fb2d50b2.html)>
- Bottemiller, Kitty, “Too loud! Pickleball noise upsets neighbors.” Green Valley News, Green Valley, Arizona. August 28, 2013. <[https://www.gvnews.com/news/local/too-loud-pickleball-noise-upsets-neighbors/article\\_542c2aac-0f91-11e3-acdc-0019bb2963f4.html](https://www.gvnews.com/news/local/too-loud-pickleball-noise-upsets-neighbors/article_542c2aac-0f91-11e3-acdc-0019bb2963f4.html)>
- Clay, Joanna, “Woman sues Newport Beach over pickleball noise at park near her home.” Orange County Register, California. April 7, 2016. <<https://www.ocregister.com/2016/04/07/woman-sues-newport-beach-over-pickleball-noise-at-park-near-her-home/>>
- Wheatley, Mike, “Noisy pickleball courts cause upset with homeowners.” Realty Biz News. March 15, 2022. <<https://realtybiznews.com/noisy-pickleball-courts-cause-upset-with-homeowners/98768719/#:~:text=In one lawsuit in Newport Beach%2C Calif.%2C a,are causing them less enjoyment of their home.>>
- Lazaruk, Susan, “Pickleballers face off with residents over noise in Metro Vancouver.” Vancouver Sun, Toronto, Ontario, Canada. February 2, 2022. <<https://vancouversun.com/news/local-news/pickleballers-face-off-with-residents-over-noise-in-metro-vancouver>>
- Shanes, Alexis, “Village in a pickle: How Ridgewood plans to tone down the pickleball court noise.” northjersey.com, California. January 16, 2020. <<https://www.northjersey.com/story/news/bergen/ridgewood/2020/01/16/ridgewood-nj-pickleball-noise-reduction-measures/4480463002/>>
- Monterey Herald Staff, “Pickleball noise controversy goes before city leaders Pacific Grove neighbors object to game at nearby tennis courts.” The Mercury News, California. September 19, 2019. <<https://www.mercurynews.com/2019/09/19/pickleball-noise-controversy-goes-before-city-leaders/>>
- Fraser, Patrick and Rodriguez, Ambar, “What to do about constant pickleball noise?” WSVN 7 News Miami, Miami, Florida. March 27, 2019. <<https://wsvn.com/news/help-me-howard/what-to-do-about-constant-pickleball-noise/>>



- Sutphin, Daniel, “Nixing the noise: Sound fence construction underway at Gilchrist pickleball courts.” Port Charlotte Sun, Charlotte Harbor, Florida. May 20, 2019. <[https://www.yoursun.com/charlotte/news/nixing-the-noise-sound-fence-construction-underway-at-gilchrist-pickleball/article\\_79a764de-7b1c-11e9-b4d4-6bcaa919f3f3.html](https://www.yoursun.com/charlotte/news/nixing-the-noise-sound-fence-construction-underway-at-gilchrist-pickleball/article_79a764de-7b1c-11e9-b4d4-6bcaa919f3f3.html)>
- Corrigan, James, “York residents complain noise from pickleball club is hurting quality of life.” WMTW News 8, Portland, Maine. November 16, 2021. <<https://www.wmtw.com/article/york-residents-complain-noise-from-pickleball-club-is-hurting-quality-of-life/38271921>>

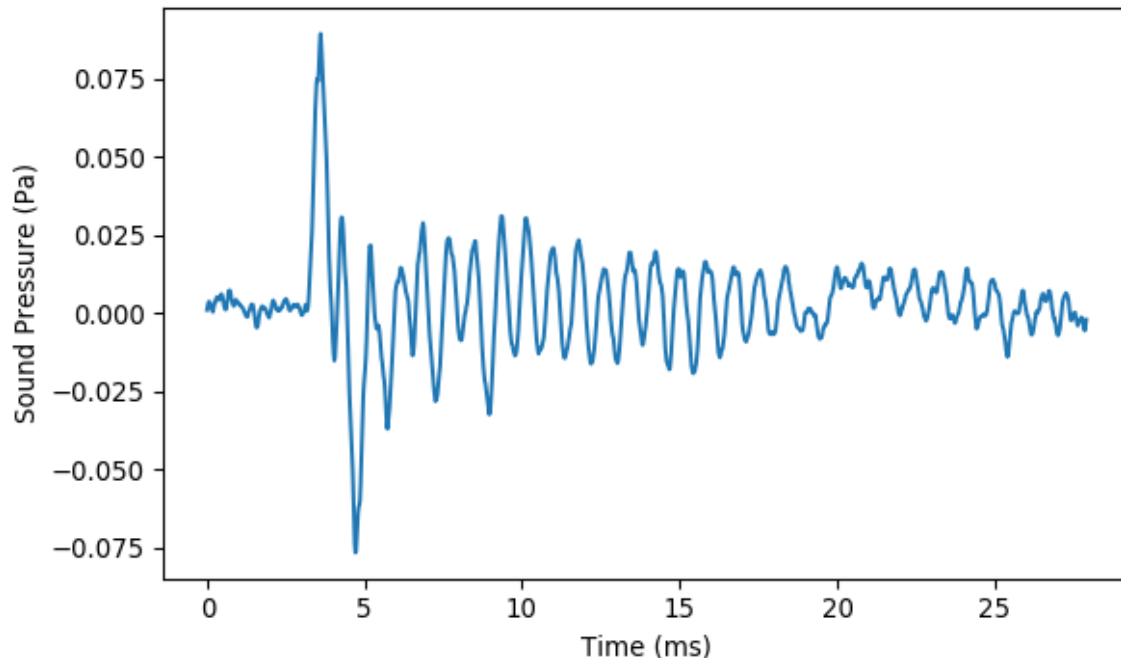
It should be clear from the above list of references that pickleball constitutes a significant change in the acoustic environment of the area surrounding the courts in comparison to tennis and must be planned for accordingly. In particular, the impulsive sound produced by the impact of the hard plastic ball on the paddle can cause significant noise impact for those living near the courts.

## 6.2 Effects of Impulsive Sound

Persistent impulsive sounds create annoyance because they are similar to sounds that contain important information about our environment such as footsteps, a door opening, a tap at the window, or speech. We are sensitive to these types of sounds because they alert us to events occurring nearby that we may need to respond to. Continuous false alarms such as the popping sound created by pickleball paddle impacts make it difficult to relax, concentrate, or sleep soundly without disturbance as each time a pop is heard it draws the attention, creating distraction.

## 6.3 Acoustical Characteristics

The sound produced by the impact between a pickleball and paddle is characterized by a rapid onset and brief duration, typically on the order of 2 to 10 milliseconds (0.002 to 0.010 seconds) for the direct path sound. This classifies it as impulsive sound. Figure 6.1 shows a time trace of a pickleball paddle impact measured near Phoenix, Arizona. The main part of the direct sound impulse can be seen to be less than two milliseconds followed by a rapid decay and some later reverberant arrivals.

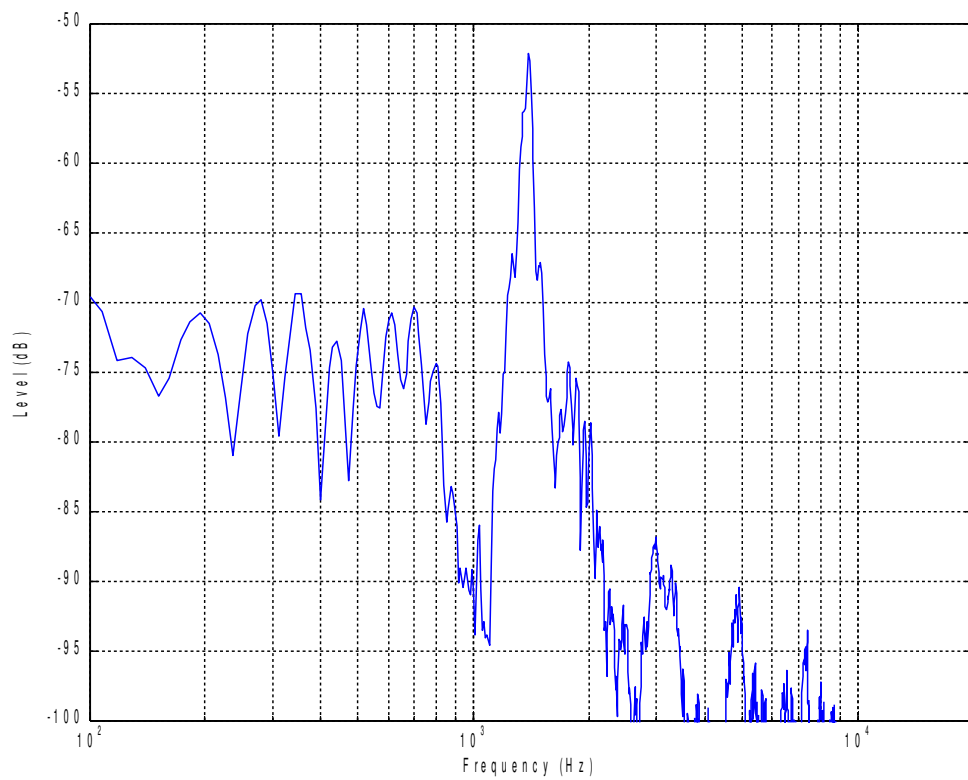


**Figure 6.1. Pickleball Paddle and Ball Impact Sound Pressure Trace**  
 1 millisecond (ms) = 0.001 seconds.

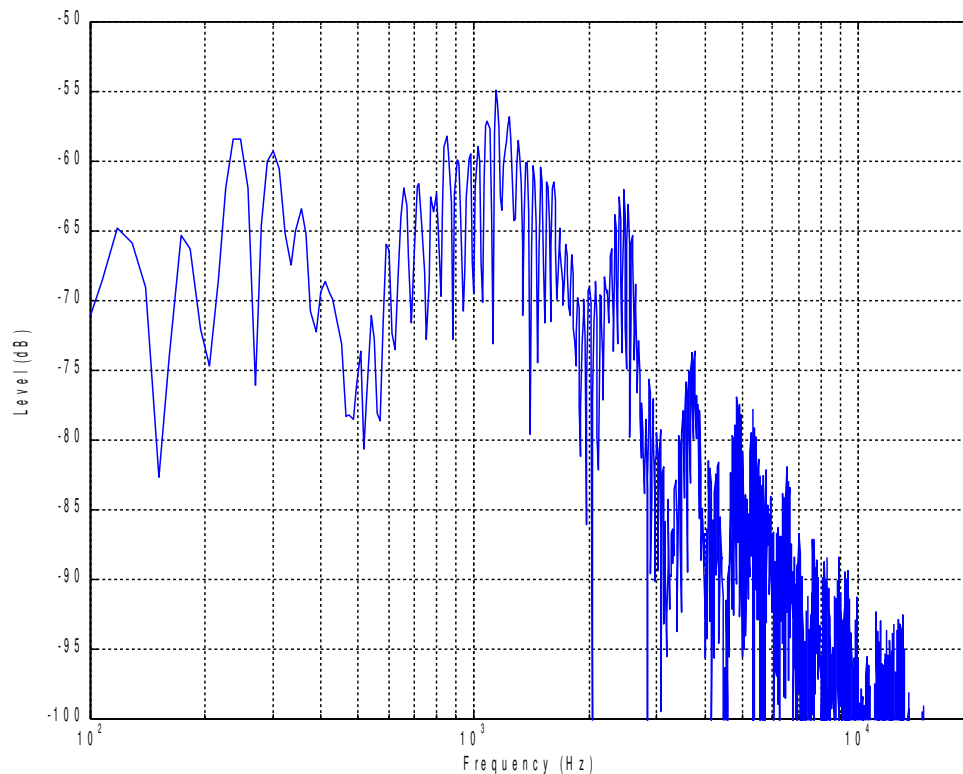
The spectral content of the paddle impact is narrowband with a center frequency typically near 1,000 Hz (see Figure 6.2). Although it does not meet most guidelines for tonal prominence such as Annex C of ANSI S12.9 Part 4 or ANSI S1.13, it does impart a vague sensation of pitch similar to a wood block percussion musical instrument. The radiation pattern of the paddle is more or less a dipole, i.e. the sound from the front and back of the paddle is of opposite polarity and cancels itself in the plane of the paddle. Therefore, orienting the courts so that the direction of play faces away from noise sensitive areas can provide some attenuation.

The sound power spectrum of the pickleball and paddle impact has two basic shapes depending on how the ball is hit. Figure 6.2 and Figure 6.3 show the power spectra of a 'sharp' hit and a 'dull' hit. The curves are not calibrated for absolute level, but can be compared relatively.

The sharp hit spectrum shows a narrowband signature. The frequency of the peak typically varies between 1,000 and 2,000 Hz. The energy in the dull hit is more spread out, but still peaks between 1,000 and 2,000 Hz.



**Figure 6.2. Spectral Response of a Sharp Hit**



**Figure 6.3. Spectral Response of a Dull Hit**

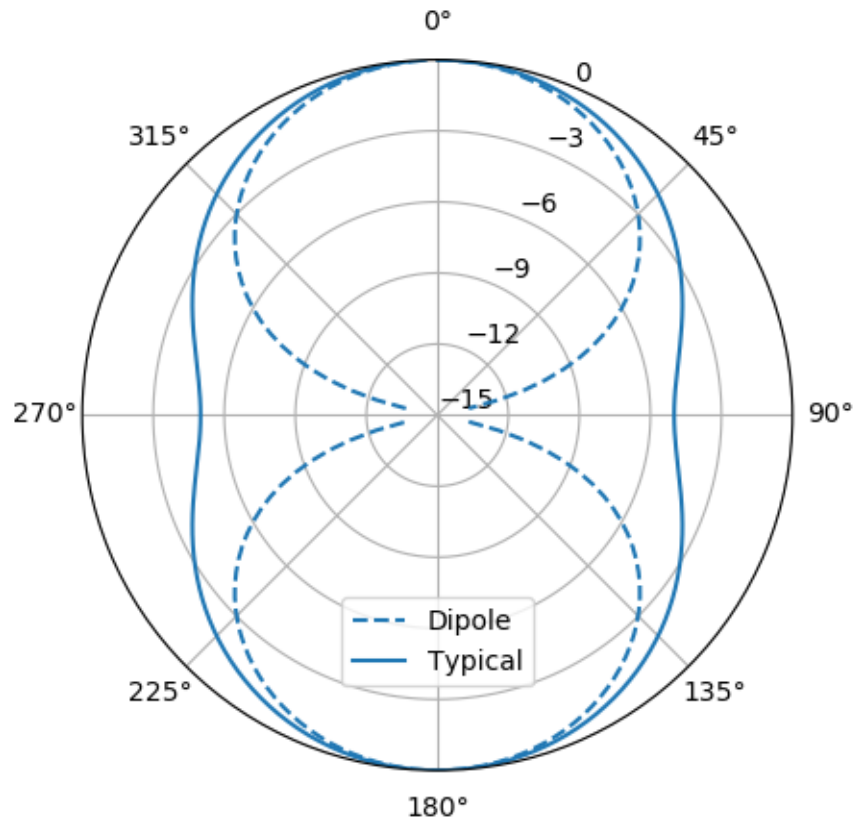
A sound wall design will require effective attenuation in the 1,000 Hz octave band and above. In most applications, any material having a sound transmission class meeting STC 20 can be used to construct a sound wall or fence for pickleball provided best practices for sound barrier construction are followed.

## 6.4 Directivity of Pickleball Courts

The impulsive sound of the paddle impacts is radiated mainly by the large, flat paddle surface. Since both faces of the paddle are connected internally by a honeycomb structure and move together in vibration, one side of the paddle will produce a positive sound pressure while the other produces a negative sound pressure similar to a loudspeaker diaphragm that is not mounted in a cabinet. The result is that these two pressure waves having opposite polarity will cancel in the plane of the paddle where the path length from each face is the same to all receiver locations. This is known as a dipole or figure eight radiation pattern.

The positions of the paddles relative to the court change with each hit; however, the object of the game is to hit the ball to the opposite half of the court. Therefore, the dipole axis of each paddle impact will be in the general direction of play and not completely random. Measurements of

several pickleball facilities have shown that this results in a null depth of 4 to 5 dB. Figure 6.4 compares a typical pickleball court directivity pattern to a mathematical dipole where 0° and 180° are in the direction of play and the null is on the 90° and 270° bearings. Several decibels of attenuation can often be obtained simply by optimizing the orientation of the courts with respect to noise sensitive areas.



**Figure 6.4. Typical Pickleball Court Directivity in Decibels**

## 6.5 Noise Impact of Speech

In addition to the paddle impacts, speech is also a sound source on pickleball courts. While there are standards for speech sound power levels at various degrees of vocal effort such as ANSI S3.5, sound from speech emitted from pickleball courts can vary greatly with who is playing on the courts at a given time and be difficult to predict. In practice, noise abatement treatments sufficient to mitigate the paddle impacts should also be sufficient for speech from the courts as the paddle impacts typically have a greater noise impact.

Most noise objections regarding speech on pickleball courts are related to the content of the speech rather than the loudness. While the sound level of the speech can be reduced through abatement treatments, it cannot be made inaudible in most situations. A noise impact of this type must be addressed through court usage policy.

For tournament play, the overall speech pattern becomes more predictable. There are more sound sources that will approach a statistical average such as that described in ANSI S3.5. A total sound power level for the bleachers or spectator area can be calculated based on seating capacity or through direct measurement during a tournament.

## 7. Influence of Environmental Factors

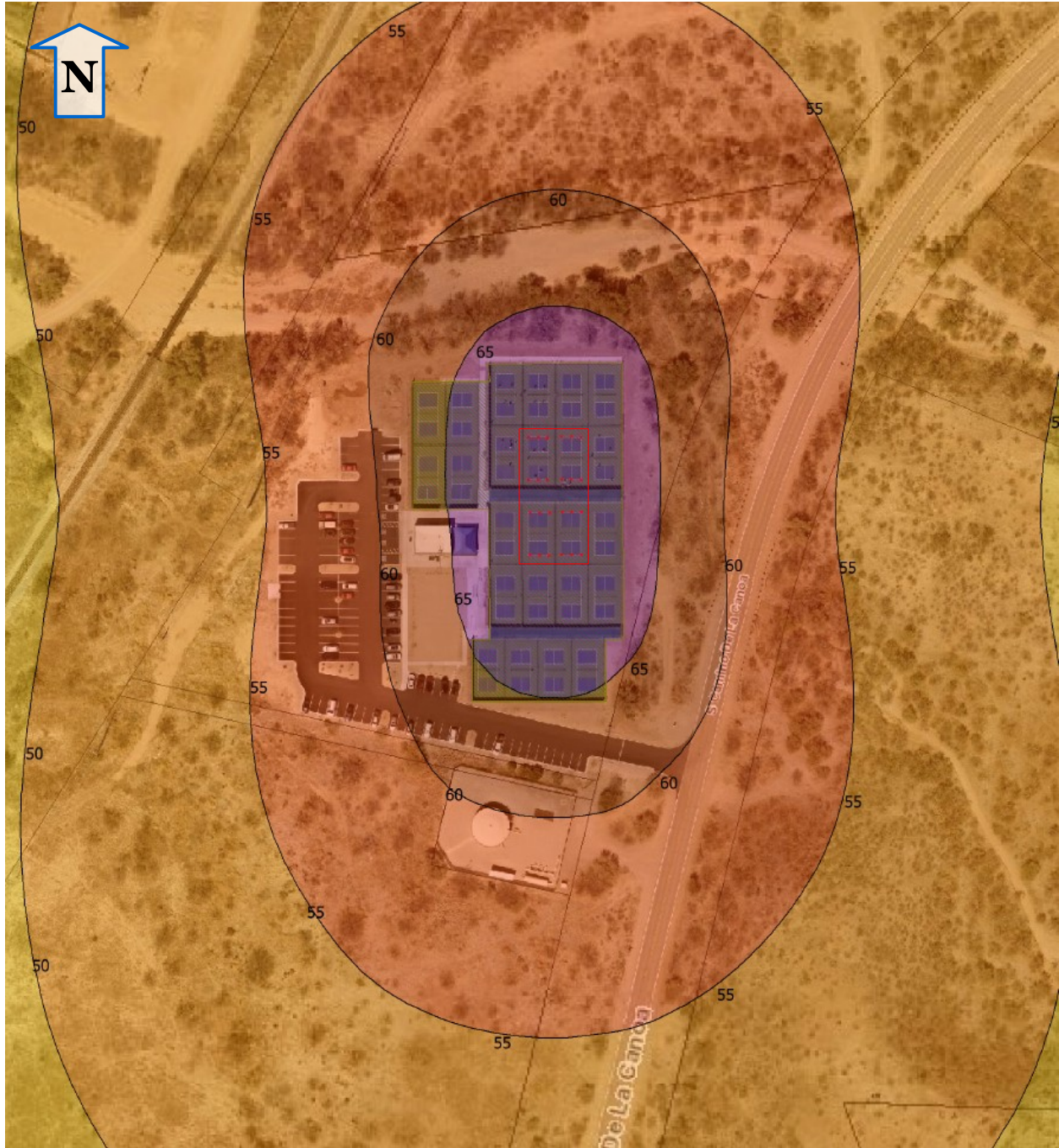
### 7.1 Number and Arrangement of Pickleball Courts

Pickleball courts are usually placed on a rectangular concrete pad approximately 30 by 60 feet. This is one quarter the size of a typical tennis court pad such that a tennis court can be converted into four pickleball courts. An important factor influencing the amount of sound reaching neighboring properties will be the number of pickleball courts. A doubling of the number of courts will result in a doubling of the number of sound sources and therefore the sound power emitted. This corresponds to a 3 dB increase in sound power level. Pickleball courts are, however, not a single sound source, but a distribution of many sound sources spread over the area of the courts. For this reason, sound radiated from pickleball courts will not follow the inverse square law unless the distance from the center of the courts to the point of observation is large compared to the dimensions of the court or group of courts.

Figure 7.1 shows the ANSI S12.9 adjusted sound pressure level contours (see Section 8.3.3) at a height of 5 feet above grade for four courts, indicated by the red box, at the center of the main group of pickleball courts. For reference, the two groups of eight courts together have a width east to west of 136 feet and a length north to south of 268 feet. The oblong shape of the contours is not a result of the rectangular layout of the courts, but the directivity of the individual courts themselves (see Section 6.4).

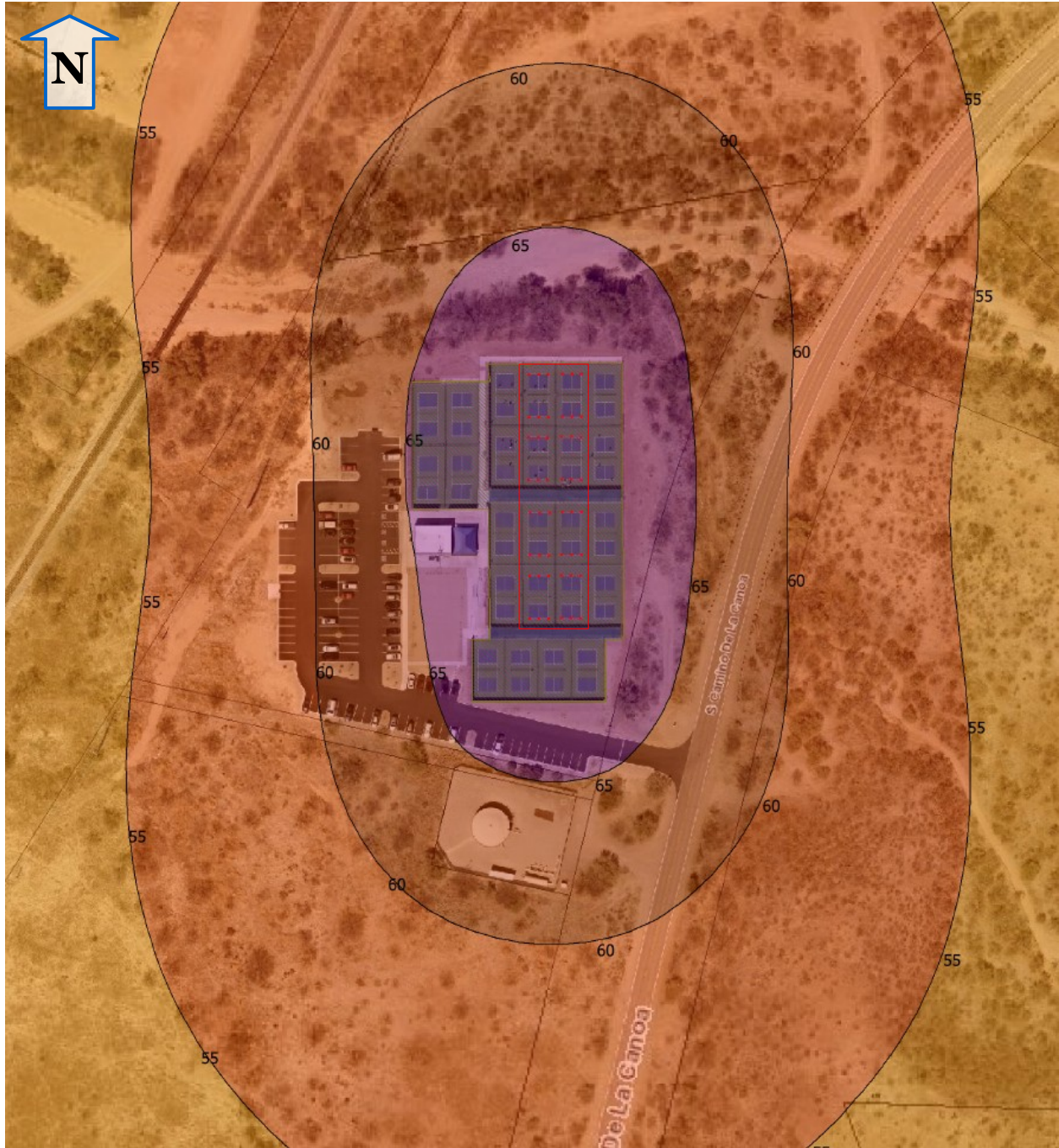
The 55 dBA contour extends about 480 feet from the courts in the direction of play and 260 feet laterally. Figure 7.2 expands the number of pickleball courts to eight arranged in pairs end to end. The 55 dBA contour extends about 630 feet from the courts in the direction of play and 350 feet laterally. Figure 7.3 rearranges the eight courts into two rows side by side. The 55 dBA contour extends about 685 feet from the courts in the direction of play and 340 feet laterally. Doubling the number of courts causes the 55 dBA contour to move out 30% to 40% of the distance from the courts pad (red boxes) depending on how the courts are arranged.

The hypothetical examples above were created on level ground with a mixed ground type outside of the concrete pads for the courts (ISO 9613 ground factor,  $G = 0.5$ ). In practice, noise complaints about pickleball courts at distances greater than 500 to 600 feet are rare. Real pickleball sites will usually have topographical features that hinder sound propagation at farther distances as well as structures that block or scatter sound. Pickleball courts across water may be an exception with the possibility of complaints occurring at distances approaching 800 to 1,000 feet.

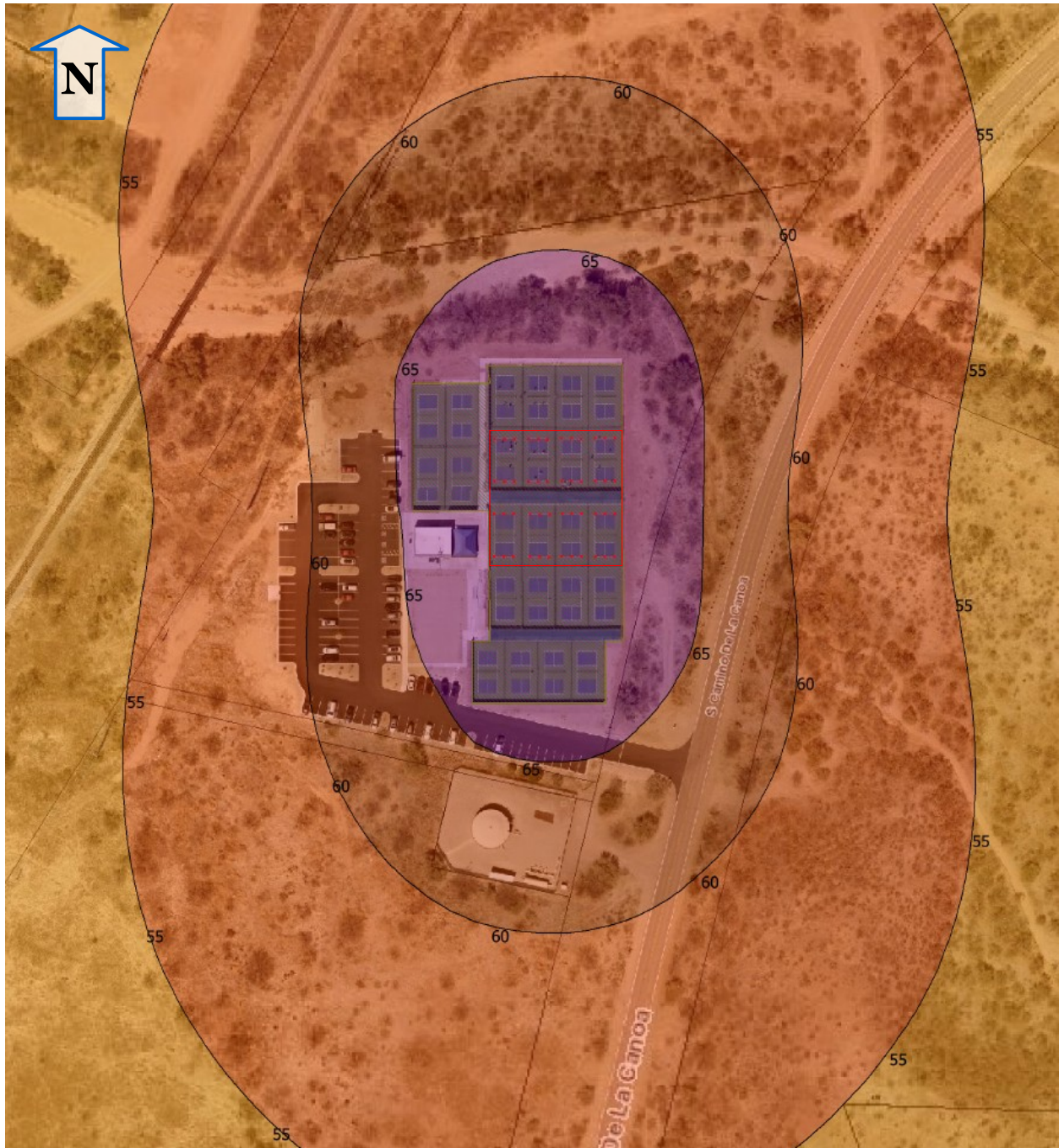


**Figure 7.1. Adjusted Sound Pressure Level from Four Pickleball Courts**





**Figure 7.2. Adjusted Sound Pressure Level from Eight Pickleball Courts Aligned Longitudinally**



**Figure 7.3. Adjusted Sound Pressure Level from Eight Pickleball Courts Aligned Laterally**

## 7.2 Topography

### 7.2.1 Sight Lines

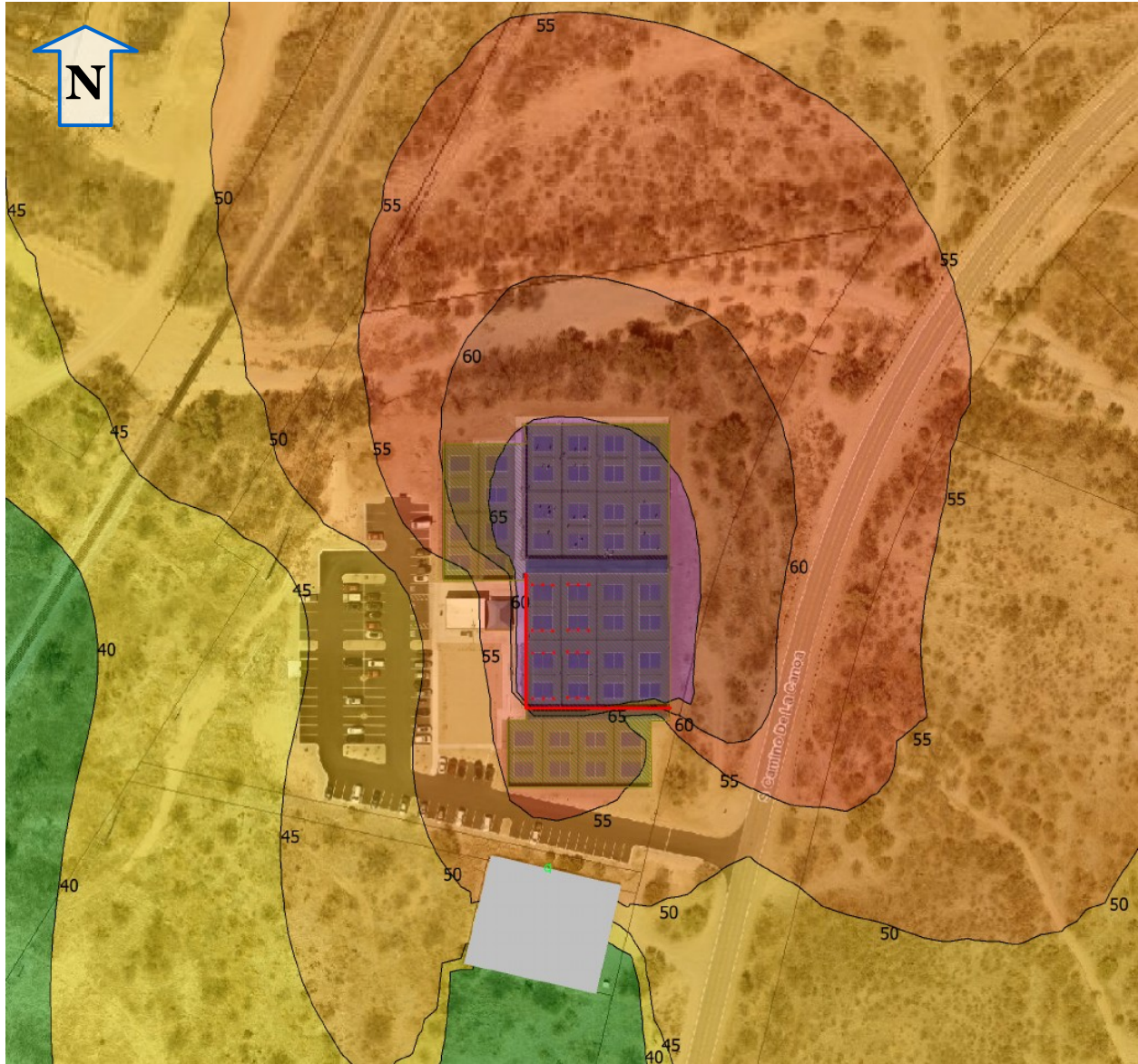
In order for a noise barrier to be effective, it must block the line of sight from the sound source to the point of observation. Homes sitting at an elevation higher than the proposed pickleball courts can be difficult to shield, particularly if they have more than one floor, balconies, or raised decks. Attention must be given to sight lines to determine whether a sound wall system can be a practical solution as a noise abatement treatment.

### 7.2.2 Noise Sensitive Locations Above Ground Level

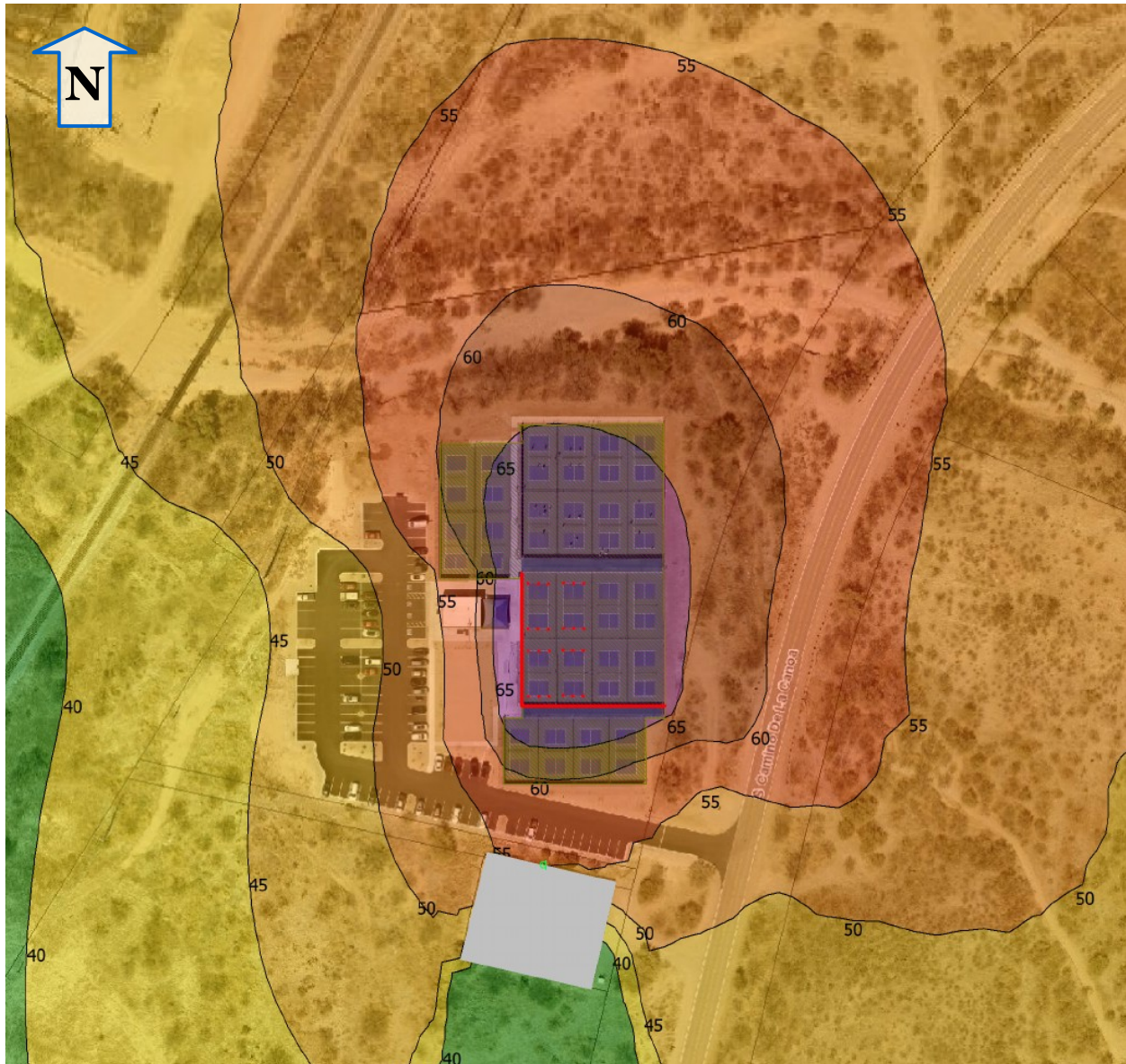
In addition to elevation differences between the pickleball courts and surrounding properties, multistory housing can also result in sight line issues that lead to poor shielding. Figure 7.4 shows a mitigation example with four active pickleball courts in the southwest corner of the complex and a two story building to the south. A 10 foot sound wall (red line) has been placed along the south and west sides of the courts. The sound pressure level contours are at an elevation of 5 feet above grade. The 55 dBA contour does not reach the building.

In Figure 7.5, the elevation of the sound pressure level contours has been raised to 15 feet above grade, about the height of a second floor bedroom window or a person standing on a second floor balcony or raised deck. The 55 dBA contour can now be seen to contact the building. This shows the importance of checking all floors of nearby structures to ensure that acoustical design targets are being met.

It is important to note that, since the observation point on the second floor can overlook the sound wall, some paddle impacts will not be shielded. Although the partial shielding of the majority of the sound source locations is enough to lower the adjusted sound pressure level close to the target level of 55 dBA, peak sound pressures may not decrease as much as the adjusted level since some individual paddle impacts will not be shielded and may still have a significant noise impact.



**Figure 7.4. Adjusted Sound Pressure Level Contours, Four Courts, 10 Foot Wall, 5 Foot Elevation**



**Figure 7.5. Adjusted Sound Pressure Level Contours, Four Courts, 10 Foot Wall, 15 Foot Elevation**

## 7.3 Ground

### 7.3.1 Attenuation

Some amount of attenuation can occur for sound passing over porous ground. This will mostly include friable soil with vegetation growing on it. Hard surfaces like concrete and asphalt are reflective. Painted concrete surfaces like sports courts are very reflective.

This should be considered when placing a noise barrier on a particular ground type. The barrier will block the ground wave and remove the ground effect. This will affect the performance of the noise barrier. Blocking the ground wave over hard ground will enhance the insertion loss, the difference in before and after sound levels, of the barrier while blocking the ground wave over absorbing ground may cause the insertion loss of the barrier to be less than expected.

### **7.3.2 Refraction**

Refraction caused by temperature gradients over certain ground can effectively cause sound to travel farther. Refraction is the bending of the path sound travels towards regions of lower sound speed, e.g. cooler air. This can be the result of temperature stratification of the atmosphere or wind. In low lying places where cool air tends to collect in the evenings or over irrigated ground where evaporative cooling can occur such as a golf course, a temperature lapse condition can develop with warm air above and cool air below. This will result in sound arcing down toward the ground. Refraction caused by a temperature lapse condition can result in sound arcing over obstacles on the ground that would normally impede its propagation thereby making it louder at farther distances.

### **7.3.3 Valleys**

Parks located at the bottom of a valley can pose a particular challenge as they tend to experience temperature stratification conditions regularly. Further, the sides of the valley may trap sound and send it echoing back to locations on the opposite side. Valleys often require a detailed propagation study to understand how sound moves through the area at different times of the day.

### **7.3.4 Water**

Bodies of water such as a pond or lake are a special type of ground that is highly reflective. It also tends to form a layer of cool air near its surface causing refraction effects similar to those described above. Sound propagation over water can be difficult to predict as its surface changes with wind and weather conditions. In calm conditions sound carries long distances over the surface of water. If a significant portion of the ground between a sound source and receiving property is water a detailed propagation study may be needed to determine the ground attenuation.

## **7.4 Reflective Surfaces**

Surfaces that reflect sound that are close to the pickleball courts can redirect sound in undesirable directions. These surfaces can be building facades, retaining walls, or even noise barriers. Mass-loaded vinyl (MLV) fence covers are particularly reflective and may not be appropriate in some applications. Unpainted masonry walls retain some porosity and will absorb a small amount of sound, but should be considered reflective for the purposes of outdoor sound propagation.

Reflected sound from a single surface may increase the total sound pressure level as much as 3 dB over the level of the sound coming directly from the source. (Due to the short duration of the impulse produced by a paddle impact and its short wavelength it is difficult to get the reflected

sound to sum coherently with the direct sound) The positions of noise barriers must be planned strategically to prevent sound from going in unwanted directions and creating a new noise issue.

Parallel reflective surfaces can severely degrade the performance of a noise barrier. See Section 9.2.3 for more information on this design issue.

## **8. Noise Assessment Procedures for Pickleball Sound**

### **8.1 Inaccuracies of Simple Averaging Techniques**

#### **8.1.1 Equivalent-continuous Sound Pressure Level**

The equivalent-continuous level ( $L_{eq}$ ) is a type of average sound pressure level over the entire period of a measurement. It represents a sound pressure level that has the same total energy as a measured sound pressure level that may vary over the time of the measurement.

While the equivalent-continuous sound pressure level includes all acoustical events and background noise that occur during the time of a measurement, including short impulsive events such as pickleball paddle impacts, it only gives an indication of the average level. It is not strongly influenced by peak sound pressure levels. For example, four pickleball courts may produce 50 to 60 paddle impacts each minute. That is one impact about every second. Equivalent-continuous averaging will therefore spread the energy of each paddle impact over a period of about one second. The result is that the paddle impacts will usually be indistinguishable from the background noise due to their very short duration. This, however, will not be what is reported by observers near the courts.

The main issue with using equivalent-continuous sound pressure level with pickleball is that it cannot be used to assess impulsive sound. This is the primary concern of neighbors living close to pickleball courts. A different metric that can account for the noise impact of the paddle impacts must be found.

#### **8.1.2 Exponential Time Weighting**

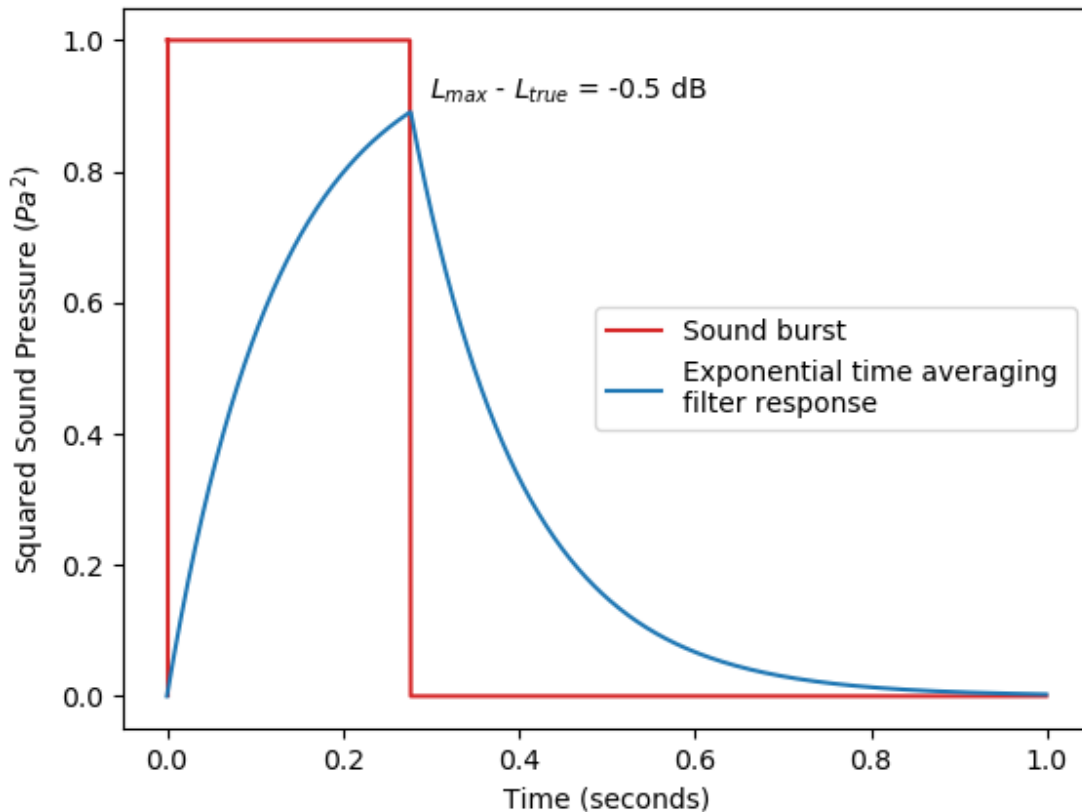
Sound level meters will typically have two smoothing filters called fast and slow time weighting having time constants of 0.125 and 1.0 second respectively. These are first order lowpass filters applied to the square of the sound pressure and are known as exponential time weighting. Some meters will also have an impulse peak hold filter with a 35 millisecond time constant on the rise of the sound pressure level and a slow 1.5 second decay to assist in reading the maximum level.

Fast exponential time weighting is often recommended for assessing impulsive sound. For highly impulsive sounds having short durations this metric does not work well. When the averaging time of the time weighting is longer than the duration of the impulse, the impulse is in the stopband of the lowpass filter. In other words, the time weighting is filtering out the impulsive sound source being measured. That is the purpose of a smoothing filter.

Figure 8.1 demonstrates the filter response to a burst of sound just long enough to achieve a reasonably accurate reading within 0.5 dB of the true sound pressure level. The red curve represents the envelop of a burst of sound 0.277 seconds in duration. This is the time required for



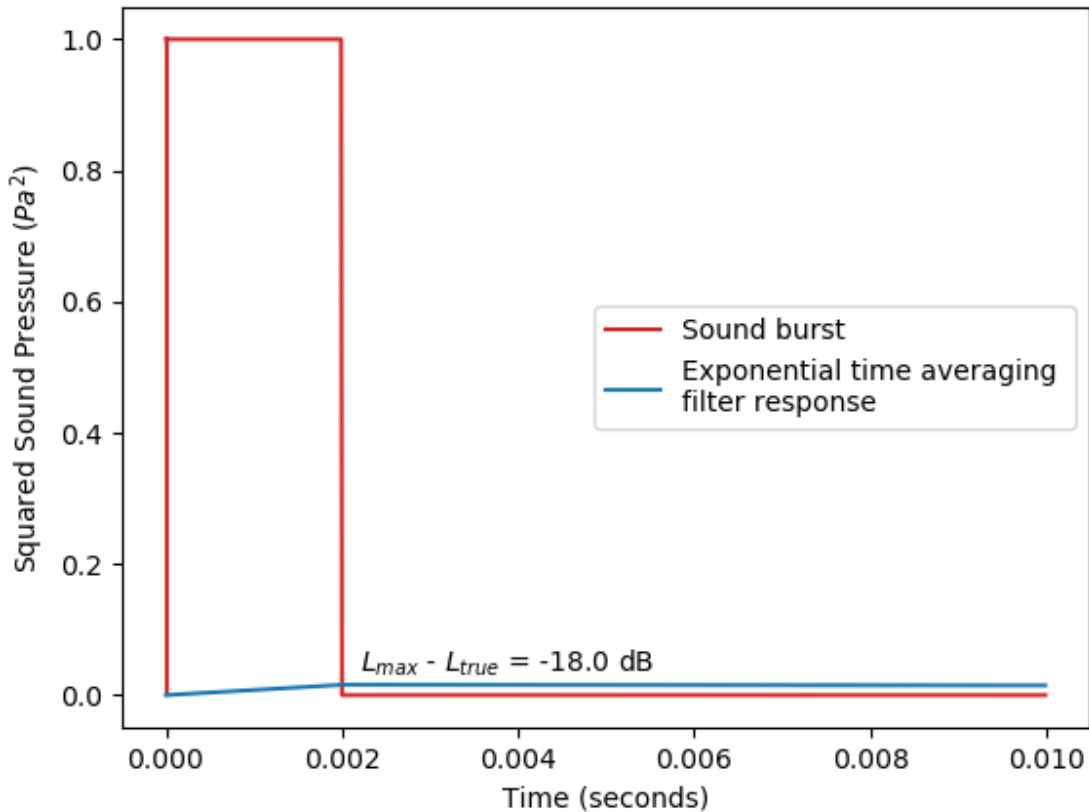
the output of the fast exponential time averaging filter (blue curve) to rise to within 0.5 dB of the actual sound pressure level of the sound burst. When the sound burst ends, the output of the exponential time averaging filter begins to decay. The peak value in the output of the fast exponential time averaging filter, after being converted to sound pressure level, is known as the  $L_{max}$  level.



**Figure 8.1. Fast Time Averaging Filter Response to a 0.277 Second Sound Burst**

Figure 8.1 shows the behavior of the fast exponential time averaging filter and  $L_{max}$  when used properly. Figure 8.2 illustrates how the fast exponential time averaging filter responds to a typical pickleball paddle impact. Note that the time scale has been reduced for clarity. At the end of the 0.002 second impulse, the fast exponential time averaging filter has only had time to rise to a level that is 18 dB below the true sound pressure level of the impulse. The pickleball paddle impulse is so much shorter than the time constant of the averaging filter that the exponential

curvature of the filter response is not even visible. It is clear that fast exponential time weighting, much less slow exponential time weighting, cannot be used to assess the noise impact of pickleball paddle impacts.



**Figure 8.2. Fast Time Averaging Filter Response to a Typical Pickleball Paddle Impact**

### 8.1.3 Percentile Sound Pressure Levels

Another common method of analyzing sound pressure level over time is to rank the levels by the percentage of time that a given level is exceeded. Percentile sound pressure level is described in Section 5.1.5. For impulsive sound, percentile levels suffer from the issues of both equivalent-continuous and exponential time weighted levels.

The majority of the energy in pickleball paddle impacts constitutes a very small percentage of the total measurement time. Even very low percentile levels like  $LA_{01}$ , the sound pressure level

exceeded 1% of the time, are little influenced. Further, percentile levels are usually calculated from the fast exponential time weighted level, a metric that already strongly attenuates the short duration impulses of the paddle impacts. Like the previous averaging methods, percentile sound pressure levels do not distinguish paddle impacts well from background noise and correlate poorly with the community response to this type of sound source.

## **8.2 Best Practices for Assessment of Impulsive Sound**

Assessment of impulsive sound is multi-dimensional. In addition to loudness, other characteristics like onset rate, duration, and frequency range need to be considered as well to gauge the true noise impact. Due to the short duration of paddle impacts, averaging sound pressure level metrics such as equivalent-continuous level (LAeq), maximum fast exponential time weighted level (LAm<sub>ax</sub>), and impulse time weighting (LAI) fail to accurately represent the perceived loudness and annoyance of the paddle impacts and impact processes in general. To get a better correlation with the actual response of the surrounding community to this type of sound metrics with a shorter time scale are needed.

The paddle impact sound pressure level is better represented by a combination of peak sound pressure level and sound exposure level (SEL). Using the sound exposure level involves windowing the measured sound pressure in time to include only the paddle impact and reflections from nearby surfaces as seen in Figure 6.1. The equivalent-continuous sound pressure level of the windowed impact is then normalized to the length of the window giving a representation of the energy in the impact alone. Appropriate adjustments for impulsive sounds can then be applied to the impacts as described next.

Most acoustical standards for sound pressure levels with regard to compatible land use provide adjustment factors for different types of sound, e.g. impulsive, tonal, time of day, etc. Each of these categories of sound produces different levels of community impact and annoyance due to their temporal or spectral characteristics in comparison to a broadband sound that does not vary in level or frequency content with time. The purpose of the adjustment factors is to normalize these types of sound to a neutral broadband sound pressure level so that they can be reasonably compared to a defined sound pressure level limit.

ANSI S12.9 Part 4 and ISO 1996 Part 1 give criteria for assigning adjustment factors to a variety of sound classifications. Sounds produced by impact processes are typically classified as ‘highly impulsive’ due to their high onset rates and intrusiveness and assigned a 12 dB adjustment. Experience has shown that pickleball paddle impacts should be adjusted as highly impulsive sounds in order to set appropriate performance goals for abatement treatments. Inadequate abatement treatment may lead to ongoing complaints, strained relations with neighbors, legal action, the need for continued involvement on the part of authorities, retrofitting, and possibly demolition costs to improve the abatement later.

## 8.3 Measurement Procedures for Highly Impulsive Sound

### 8.3.1 Measuring the Paddle Impacts

General procedures for conducting and reporting acoustical measurements have been covered in Chapter 5. For pickleball, the sound level meter should be set up to record continuous audio. This will be needed for assessing the impulses produced by the paddle impacts. The audio should be written to an uncompressed file format such as WAV with the following properties.

- Encoding: linear PCM WAV file format or other suitable lossless audio file format
- Sampling rate: 48 kHz (minimum)
- Resolution: 24 bit (minimum)

Audio recordings of the field calibration tone should be made as well and the Leq noted for future reference.

Logged data should be sampled at no more than one second intervals and include for each log interval,

- Peak sound pressure levels
  - LApk (A-weighted peak level)
  - LZpk (unweighted peak level)
- For speech assessment
  - LAm<sub>ax</sub> (maximum A-weighted fast exponential time weighted level)
- For background level
  - LA<sub>eq</sub> (A-weighted equivalent-continuous level)
  - LAF (A-weighted fast exponential time weighted level)
  - LAS (A-weighted slow exponential time weighted level)

### 8.3.2 Measuring Background Levels

Background noise level measurements should be made without pickleball activity at each measurement location. In practice it has been found that background levels should be performed either before or after the pickleball courts are in use so as not to disrupt the rhythm of play by starting and stopping or otherwise interfering with the use of the courts. For noise monitoring situations where the sound level meter is left to run all day it may be necessary to find a time in the recorded data where the pickleball courts were not being used in order to assess the background noise level at different times of day.

### **8.3.3 Data Analysis**

Analysis of the measured data is performed on the sound exposure levels of the individual, A-weighted paddle impacts. A minimum of 30 paddle impacts should be obtained at each test location.

#### **Sound Exposure Level**

Some analysis and reporting software packages that work with a particular sound level meter may be able to do sound exposure analysis; however, they must be able to work on time scales less than one second. While the main part of the acoustical energy occurs within about a 10 millisecond window, later reflection and reverberation must also be included in the sound exposure window. The sound exposure should include all of the initial impulse and reverberant decay tail. See Sections 5.1.6 and 5.5.3 for more information on calculating sound exposure level.

#### **Background Noise Correction**

A background correction should be applied to each paddle impact. Since these are short impulses, only a small sample of the background noise immediately before, or if necessary after, the paddle impact is needed. This will give a more accurate correction in areas of high activity where the background noise level is fluctuating between paddle impacts. The procedure for background noise correction is explained in Section 5.3.2. It should be carried out on the equivalent-continuous level of the individual paddle impact, not on the sound exposure level directly. The background corrected equivalent-continuous level of the paddle impact is then converted to a sound exposure level for further analysis.

#### **Adjusted Sound Pressure Level**

There are two adjustments that will normally apply to pickleball paddle impacts, highly impulsive and day of week. The highly impulsive adjustment is 12 dB.

Noise assessment should be performed for the most impactful use case. A 5 dB adjust is therefore applied to account for the additional noise sensitivity during times when neighbors tend to be at home such as weekends and evenings.

This brings the total adjustment to 17 dB. The adjustment can be applied directly to the calculated sound exposure levels.

Now that the sound exposure levels have been adjusted, the adjusted sound pressure level can be calculated. This procedure is explained in Section 5.5.3. The adjusted sound pressure level can now be compared to applicable maximum permitted sound levels.

## **8.4 Noise Assessment of Spectator Speech**

For larger crowds of people such as found at a tournament, ANSI S3.5 provides standard speech power levels for different vocal efforts. The loud vocal effort may be most appropriate for most events.

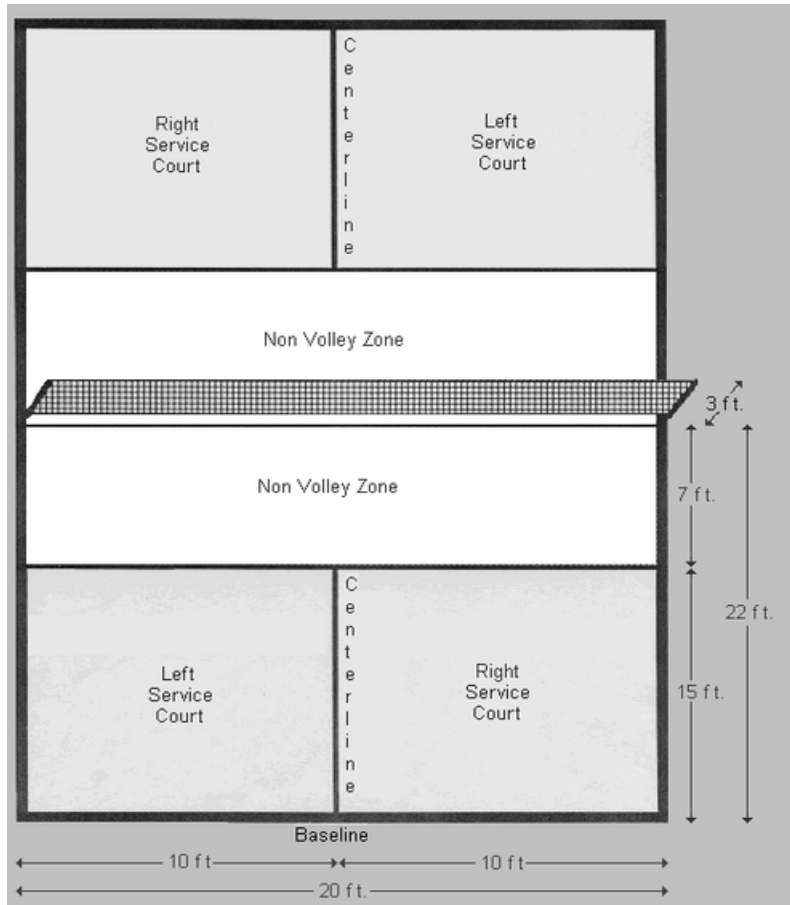
Sound pressure level measurements of spectators at a tournament would be a better estimate where possible. Differences in the number of spectators present during the measurement and the number expected at the proposed venue should be taken into account.

## **8.5 Site Simulation**

An ISO 9613 or other suitable outdoor sound propagation standard can be used to calculate sound pressure levels at neighboring properties. Other more detailed environmental noise simulation methods exist and are also acceptable; however, ISO 9613 is simple and widely used with reasonable accuracy in most situations. There are many software packages available that implement this standard propagation model such as SoundPlan and iNoise.

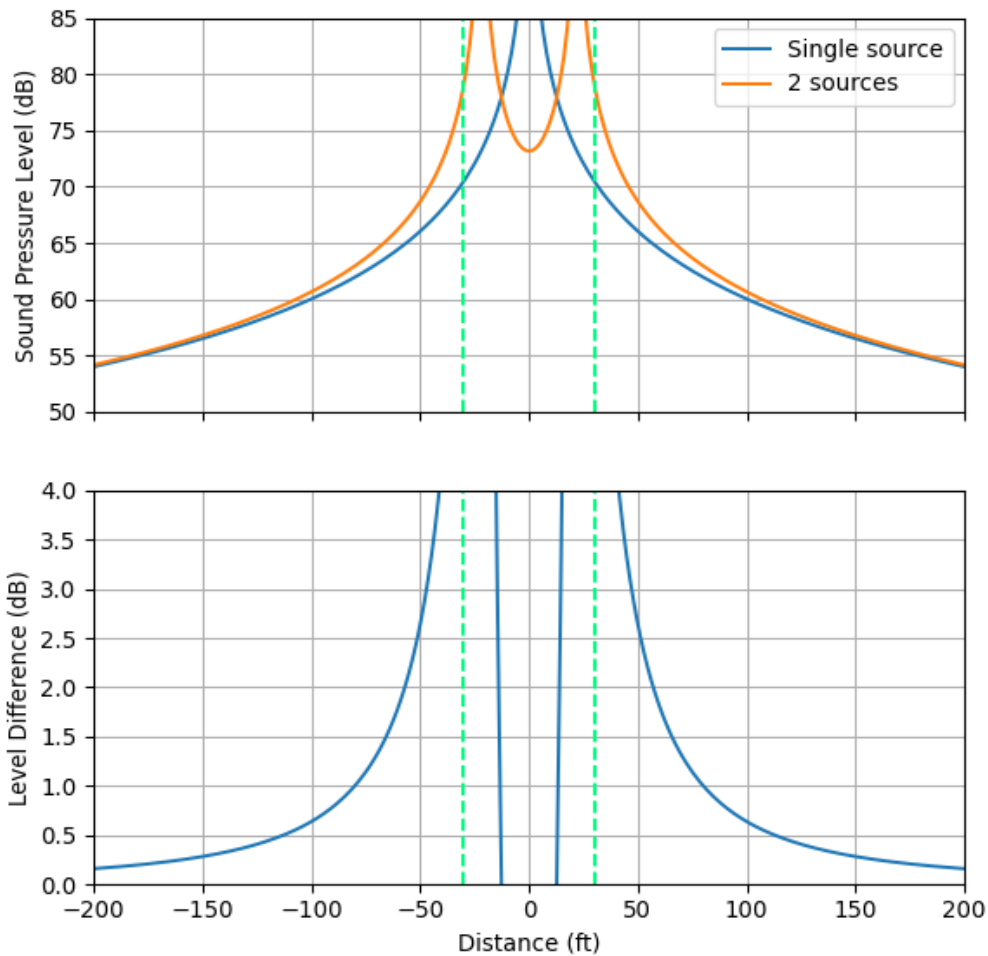
### **8.5.1 Modeling Distributed Sound Sources**

Figure 8.3 shows the dimensions of a pickleball court. Most paddle impacts occur between the baseline and no volley zone on each half of the court; however, serves are required to be made from behind the baseline.



**Figure 8.3. Pickleball Court Dimensions**

Sound radiated from pickleball courts will not follow the inverse square law until the distance to the point of observation is large compared to the dimensions of the court or group of courts. The inverse square law states that sound radiated from a point source will decrease in level at a rate of 6 dB for every doubling in distance. As seen in Figure 8.4, this does not hold true for distributions of sound sources at close range. The figure compares two sound sources at the opposite baselines of a pickleball court to a single source approximation located at the center of the court. The vertical dashed green lines represent the edges of the concrete pad. The lower graph is the difference between the two curves in the graph above. The point of observation must be almost three court lengths before the level difference is within 0.5 dB.



**Figure 8.4. Sound Pressure Level at Distance from Court Center for One and Two Sources**

For this reason, it is recommended to use multiple sound sources on each pickleball court when constructing an acoustical model of the courts. A vertical area source, i.e. a distribution of sound sources on a vertical plane located at the baseline at each end of each court extending the width of the baseline and from the playing surface to a height of 8 feet, is recommended. This arrangement is chosen for simplicity and to better ensure that the extents of noise barriers are not underestimated in the noise abatement planning stage.

### 8.5.2 Pickleball Court Directivity

As described in Section 6.4, pickleball courts have a directivity pattern that is bidirectional. Measurements at numerous pickleball courts have shown that the directivity pattern can be



approximated as shown in Table 8.1 or by using Eq. 8.1 where  $\theta$  is the angle of the receiver with respect to the direction of play and D is the attenuation in decibels from the directivity.

$$D=20 \log_{10}(\sqrt{(\cos^2(\theta)+10^{(-5.5/10)} \sin^2(\theta))}) \quad (8.1)$$

Angle (deg)	Attenuation (dB)
0	0.0
10	-0.1
20	-0.4
30	-0.8
40	-1.4
50	-2.2
60	-3.1
70	-4.0
80	-4.7
90	-5.0
100	-4.7
110	-4.0
120	-3.1
130	-2.2
140	-1.4
150	-0.8
160	-0.4
170	-0.1
180	0.0

**Table 8.1. Pickleball Court Directivity Pattern**

## **9. Noise Abatement Methods**

When a noise impact assessment indicates that activities planned for a site exceed the limits set in the noise regulations, a noise abatement plan to bring the site into compliance should be prepared by a qualified acoustical engineer.

### **9.1 Setbacks**

A noise abatement plan begins with sufficient setback to noise sensitive areas to make abatement treatments effective. Any given noise abatement treatment will produce a limited amount insert loss or attenuation. A noise abatement plan for a site generally consists of a number of different treatments that work together to achieve an acceptable sound level in the surrounding area. Any deficit in the amount noise reduction achievable through mitigation treatments must be made up for in setback. In short, the setback is what makes the rest of the noise abatement plan possible.

One approach to setbacks is to simply prescribe a minimum setback with regard to all residential land uses. This has been done recently by Park City, Utah. Under their new pickleball code amendment [Park City], proposed pickleball courts within 600 feet of residential properties must have a noise abatement plan prepared. Pickleball courts within 150 feet of residential properties are not permitted.

This approach has the advantage of being easy to understand and apply; however, there are some situations where it may not be possible to create an effective noise abatement plan at 150 feet due to elevation differences or multi-story housing that make sufficient shielding by a sound wall impractical or impossible. In some special cases it may be possible to mitigate pickleball courts closer than 150 feet. Thus a 150 foot setback requirement would be overly restrictive in these applications.

Pickleball courts within 100 feet of residential land uses have proven to be problematic resulting in lawsuits, strict limitations on usage, and court closures. Courts within 150 feet of residential land uses require careful noise abatement planning using modern methods of noise assessment for highly impulsive sound such as ANSI S12.9 Part 4 described in previous chapters and strict adherence to design specifications.

### **9.2 Noise Barriers**

#### **9.2.1 Performance Requirements**

Sound walls and fence covers are the main noise abatement treatments utilized for pickleball noise control. Sound walls are a more permanent and aesthetic solution while fence covers have lower material and installation costs. Both types of barriers can have reflective or sound absorbing surfaces.

There are a variety of materials and products available that are acceptable for pickleball mitigation. It is important that they meet a few minimum requirements.

Sound must not be able to penetrate through the barrier material. For pickleball, this means the barrier material must have a minimum sound transmission class (STC) of 20. This is not difficult to achieve with many solid materials that can include many options from mass-loaded vinyl (MLV) fence covers to masonry walls. Materials such as wind screens attached to court fencing and vegetation in the form of a hedges provide a level of visual privacy, but should not be considered noise abatement treatments.

In order to maintain the integrity of the barrier transmission loss, penetrations in the barrier surfaces cannot exceed 1% of the surface area. There can be no gaps between the bottom of the barrier and the ground or between barrier sections. Fence covers must be installed with the manufacturer's recommended amount of panel overlap.

### **9.2.2 Fence Cover Safety Notice**

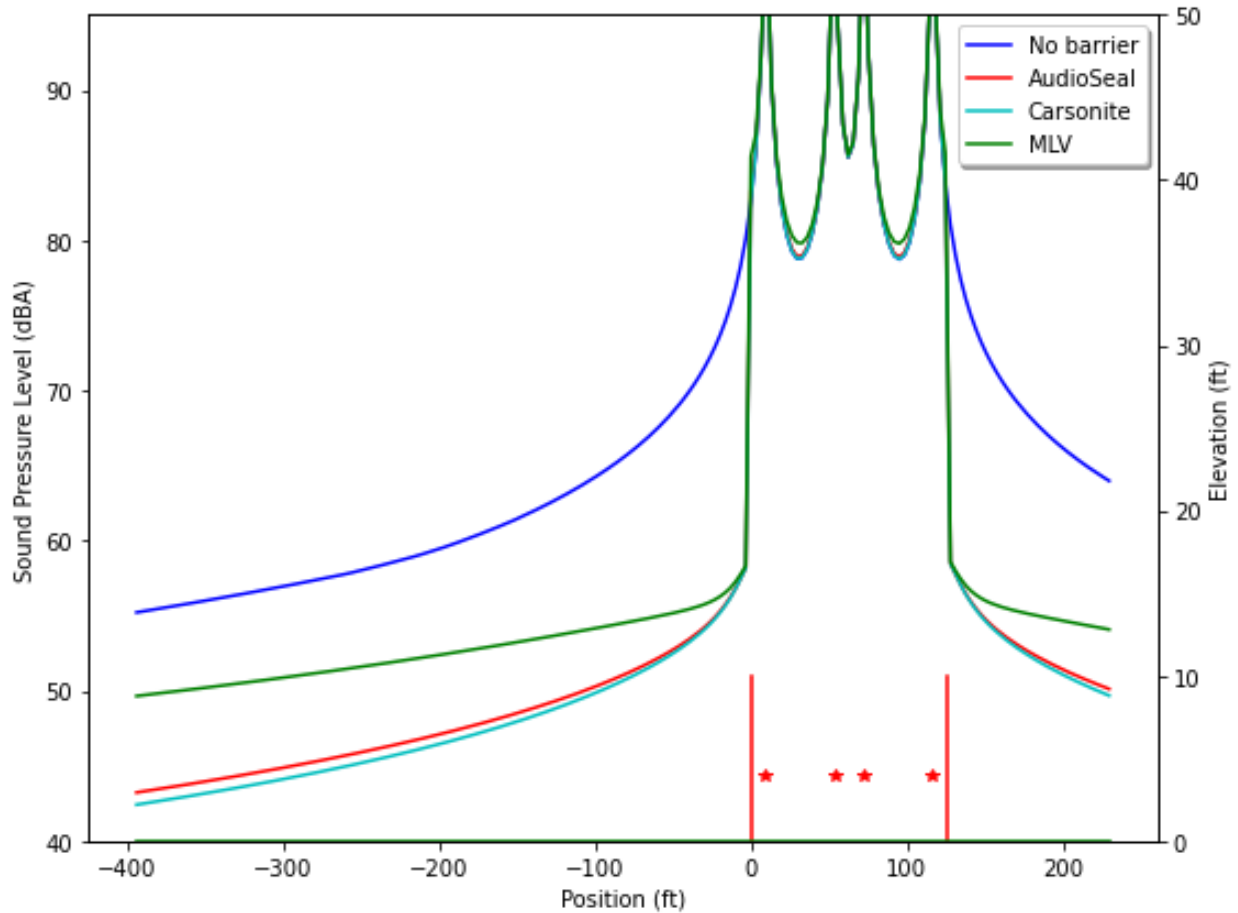
## **IMPORTANT**

Standard chain link court fencing may not be rated for wind loading with a solid material attached. This can pose a danger of fence collapse in high winds. Many fence manufacturers produce reinforcement kits to stabilize fencing for this type of loading. It is important to consult with the fence manufacturer or a structural engineer prior to attaching MLV, sound blankets, or anything other solid material to an existing open link fence.

### **9.2.3 Parallel Surfaces**

A common problem encountered when designing a noise barrier system for pickleball courts is the need to shield homes on opposite sides of the courts. Arranging reflective noise barriers so that they have parallel faces creates a situation where the sound is trapped between the interior surfaces and cannot dissipate. It has nowhere to go but over the noise barrier. This will significantly degrade its acoustical performance. If this layout cannot be avoided by changing the relative positions of the two walls, sound absorption will be needed on the interior surfaces to control acoustical energy buildup.

Figure 9.1 shows a performance comparison of several surface materials on opposite sides of two pickleball courts arranged end to end. Carsonite is a sound wall system with integrated sound absorption. It is commonly used for noise mitigation along roadways and absorbs well at 1,000 Hz, the critical frequency for pickleball paddle impacts. AudioSeal is an outdoor sound absorbing blanket material that can be attached to a fence. It does not absorb as well as the Carsonite at higher frequencies, but still performs adequately. The MLV curve is notably higher than the AudioSeal and Carsonite curves due to its high reflectivity at 1,000 Hz.



**Figure 9.1. Performance Comparison of Interior Parallel Surfaces of Noise Barriers**

It should also be noted that the slopes of the AudioSeal and Carsonite curves are almost identical to the slope of the curve for no noise barrier. The MLV curve has a notably shallower slope that trends toward the no barrier use case at distances farther from the noise barrier. This is the result of the large number of high amplitude image sources produced by reflective interior surfaces of the MLV.

Note: The ISO 9613 standard contains provisions for only one reflection. Acoustical simulation software implementing this standard will not calculate the case of parallel walls accurately. The above figure was created using multiple image sources and 40<sup>th</sup> order reflections for the MLV surfaces in order to get convergence on a solution.

#### **9.2.4 Lowering Pickleball Courts**

One approach to free standing sound walls is to lower the elevation of the pickleball courts by excavating the soil at the location of the courts and using it to create a berm next to the courts. While this can have some acoustical benefits in some situations, it is more of a cost saving design choice. By constructing the sound wall on top of the berm, a lower wall height will be

required and the wall will be less expensive to build.

### 9.2.5 Ventilation and Air Flow

In summer, pickleball courts, like any outdoor sport played on a hard court, can become hot. Sound walls and fence covers will impede the air flow over the courts and make the courts feel even warmer. It may be possible to alleviate this to a degree by using overlapping wall sections that allow some breeze to pass through. This usually requires an overlap of at least four times the width of the gap between the wall sections. Sound absorbing material may also be needed in the gap to control flutter reflections that allow sound from the pickleball courts to work its way through the overlap. There must be no line of sight to players on the courts possible through the gap. If necessary, add a wall extension to shield the outside opening of the overlap. This wall layout can also be used as a passageway for ingress and egress.



Figure 9.2. Sound Wall Overlap

### 9.3 Court Orientation

From the examples of pickleball court directivity in Section 7.1, it is apparent that the orientation of pickleball courts can be used as a noise mitigation measure. By turning the courts so that a noise sensitive area is to the side of the courts, sound levels in that direction can be reduced 3 to 5 dBA.

This may not be an ideal solution in some situations. It is preferable to have the direction of play roughly north-south to reduce glare from the sun during play. It is, however, worth the effort to take advantage of this characteristic of pickleball paddle radiation when it will not interfere with the use of the courts.

### 9.4 Sound Masking

#### 9.4.1 Masking Requirements

Masking of a sound source refers to changing the threshold of hearing by introducing another

sound source such that the first sound source can no longer be heard. This is difficult to achieve with impulsive sounds because of their high peak sound pressure levels. Since impulsive sound is by nature intermittent and of limited duration, a masking source would have to operate continuously at a high amplitude in order to mask the impulse. This will often create a new noise issue.

Pickleball paddle impacts produce sound mostly in the 1,000 Hz octave band. The masking source must therefore also produce sufficient sound in the 1,000 Hz octave band to cover the sound of the paddle impacts.

#### **9.4.2 Roadways**

Roadways are a broadband, continuous sound source. In general, even busy highways are not able to mask pickleball courts due to the high peak sound pressures of the paddle impacts. Traffic noise tends to be mostly low to mid frequency sound and does not have sufficient energy in the 1,000 Hz octave band to effectively mask pickleball.

It appears to be a common perception that placing pickleball courts in neighborhoods located close to main arteries or interstates will prevent noise issues due to the sound from the roadway. In practice, this has not proven to be the case as seen at Glenhaven Park in La Cañada Flintridge, California [La Cañada Flintridge]. This neighborhood park is located adjacent to Interstate 210 on the north side of Los Angeles.

#### **9.4.3 Fountains**

There is some evidence that water fountains can be beneficial under certain conditions. As discussed above, a masking source must produce sufficient sound in the 1,000 Hz octave band and operate at all times in order to mask pickleball. Water falling on water can produce significant sound in the 1,000 Hz octave band.

Fountains located close to a noise sensitive area such as a back patio that is several hundred feet from pickleball courts may produce partial masking of paddle impacts from the courts. It may be possible to reduce this distance with a sound wall system at the pickleball courts.

For noise sensitive areas close to pickleball courts this is not likely to be an effective noise abatement treatment. Larger noise sensitive areas or larger numbers of homes will require multiple fountains in order to keep the distance from the fountains to the individual homes relatively small compared to the distance to the pickleball courts.

### **9.5 Full Enclosure of Pickleball Courts**

For outdoor pickleball courts that cannot be mitigated because of insufficient available setback, topography, elevation features of the surrounding structures, or some other reason, the only remaining noise abatement option may be a full enclosure to contain the sound. Any penetrations in the building shell will need to be analyzed for sound leakage including doors, windows, ventilation, exhaust fans, etc. Vestibule doors may be necessary in some applications where ingress and egress face noise sensitive areas.

Indoor courts with bay doors opening away from noise sensitive areas can also work in some instances. In this use case, a room analysis of the reverberant field will need to be done and the amount of sound power exiting through the bay doors calculated from the direct and reverberant sound fields. Buildings can be much higher than free standing wall and provide a better performing noise barrier.

## **9.6 Noise Control Policy**

### **9.6.1 Hours of Operation**

Limiting the hours of operation of the pickleball courts to certain times of the day or days of the week can sometimes be an effective noise control strategy. These arrangements are often negotiated with neighbors.

### **9.6.2 Restrict Players Allowed to Use Courts**

In some cases, restricting court usage to, for example, club members and their accompanied guests can increase accountability for how the courts are used. While this may also reduce the amount of players that use the courts, noise abatement planning should assume the courts will be used at full capacity.

### **9.6.3 Speech**

A pickleball court properly mitigated for paddle impacts will generally not have noise issues related to the loudness of speech on the courts. Noise issues with speech are for the most part related to content rather than sound level. If this is the case, a prohibit on swearing and other offensive speech may be necessary.

### **9.6.4 Restrictions on Equipment**

#### **Quieter Equipment**

In practice, the enforcement of the use of specific types of pickleball equipment, paddles and balls, has proven to be difficult to manage for home owners associations, country clubs, parks, and most other types of pickleball facility. In order for this to be considered a noise abatement measure, there must be a clear policy in place and personnel dedicated to monitoring activity on the courts to ensure unsanctioned equipment is not in use.

#### **Paddles**

There has been an effort in the pickleball paddle industry to move to quieter designs and most players are already using this “green list” equipment as it is referred to. Measurements by Spendiarian & Willis at a number of pickleball facilities have found that the mean sound exposure level of paddle impacts, when normalized to distance and ground type, is very consistent. This indicates that, in aggregate, most players are either using essentially the same equipment or that there is not a significant acoustical difference in the equipment used. During

testing where the make and model of the paddles in use have been recorded, it has been found that most players were using green list paddles. At the present time green list paddles should not be considered a noise control measure since most players are already using this equipment anyway.

### **Foam Balls**

Measurements by Spendiarian & Willis comparing foam pickleballs to common regulation balls has shown that the foam balls can be 8 to 9 dB quieter than regulation balls. While the use of foam balls is an effective noise abatement measure, it is undesirable for pickleball players as the foam balls play very differently from the regulation balls and cannot be used in tournaments or to train for them.



## **10. Site Planning Considerations for Pickleball**

### **10.1 When a Noise Impact Assessment Is Needed**

Courts located within 350 feet of residential properties in most cases require noise abatement. Pickleball court sites within 500 to 600 feet of noise sensitive areas should be reviewed by a qualified acoustical engineer in the site selection phase of the project. In the case that the ground between the pickleball courts and receiving property is water this distance may extend 800 to 1,000 feet in some cases. Courts located within 150 feet of homes require careful and often extensive noise abatement design to avoid complaints. Placing open air pickleball courts within 100 feet of residential properties is not recommended.

### **10.2 Site Selection**

#### **10.2.1 Available Setbacks**

The most important factor to consider in selecting a site for pickleball courts is the distance to adjacent residential land uses. While a noise barrier such as a sound wall or mass-loaded vinyl fence cover can be effective in reducing noise impact, it can only provide a limited amount of insertion loss, usually between 8 and 12 dB depending on the ground it is installed on, flanking paths, reflecting surfaces, and other factors. The rest of the noise reduction required to meet acceptable sound levels must mostly be gained through distance. It is important to ensure that there is enough buffer so that noise abatement installed can be adequately effective. Other site conditions that may increase the setback required are discussed in the following subsections.

#### **10.2.2 Proximity to Multi-story Residential Structures**

In order for a noise barrier to be effective it must be able to block the line of sight from the sound source to the receiving land use. Pickleball paddle impacts can occur from near the elevation of the playing surface to a height of about 8 feet above it. Multi-story housing located close to the proposed pickleball courts may not be adequately shielded a wall system. This can affect upper level windows, balconies, raised decks, other amenities located above ground level. These need to be included in the noise impact assessment of the proposed pickleball courts.

#### **10.2.3 Topography**

Similar to housing with floors above ground level, homes sitting at an elevation higher than the proposed pickleball courts can also be difficult to shield with a noise barrier.

In addition, refraction caused by temperature gradients over certain ground can effectively cause sound to travel farther. Refraction is the bending of the path sound travels towards regions of

lower sound speed, e.g cooler air. This can be the result of temperature stratification of the atmosphere or wind. In low lying places where cool air tends to collect in the evenings or over irrigated ground where evaporative cooling can occur such as a golf course, a temperature lapse condition can develop with warm air above and cool air below. This will result in sound arcing down toward the ground. Refraction caused by a temperature lapse condition can result in sound arcing over obstacles on the ground that would normally impede its propagation thereby making it louder at farther distances.

Parks located at the bottom of a valley can pose a particular challenge as they tend to experience these conditions regularly. Further, the sides of the valley may trap sound and send it echoing back to locations on the opposite side. Valleys often require a detailed propagation study to understand how sound moves through the area at different times of the day.

### **10.3 Tournaments**

The main difference in sound from pickleball courts during tournaments will be spectators. The noise assessment and abatement planning should include a speech analysis based on the number and location of spectators. This has been described in Section 8.4.

If a PA system is to be used for announcements, limits on the system gain should be established to ensure sound levels reaching the surrounding properties remain acceptable. Noise monitoring may also be employed at the property boundaries. This involves placing one or more microphones near noise sensitive areas so that the sound system operator can monitor sound levels in real time and make any necessary adjustments.

# **11. Conclusions**

## **11.1 Best Practices in Noise Assessment and Regulation**

Basic methodologies and best practices for community noise assessment, environmental acoustics measurements, and noise regulation documents have been discussed. The group of ANSI standards in S12.9 represents the current best practices in community noise assessment. The measurement methodology and sound classifications in Part 4 of the standard (harmonized with International Organization for Standardization standard ISO 1996) have been implemented under European Union Directive 2002/49 and in a number of Asian countries. ANSI S12.9 Parts 4 and 5 have been used as the basis for the recommendations in this document.

## **11.2 Characteristics of Pickleball Sound**

The most notable sounds from pickleball courts are the popping sound produced when a pickleball contacts a paddle and speech. It is the popping sound of the paddle impacts that produces the greatest number of noise complaints. This sound has been classified as highly impulsive for the purpose of noise assessment under ANSI S12.9 Part 4.

## **11.3 Noise Impact Assessment of Pickleball**

It has been shown that averaging techniques such as equivalent-continuous and maximum fast exponential time weighted sound pressure levels (LAeq and LAmax) are not well suited for assessment of short duration impulsive sound like that produced by the impact of a pickleball on a paddle. These metrics can be expected to substantially underestimate the community response to this type of sound. Measurement procedures based on the adjusted sound exposure level according to ANSI S12.9 Part 4 have been described as a more accurate methodology for noise impact assessment of pickleball.

## **11.4 Noise Abatement Planning**

Setbacks are an important first step in mitigating pickleball courts. A noise abatement plan usually consists of a number of treatments that each contribute a certain amount of noise reduction. Any difference between the total noise reduction of the abatement treatments and that required to meet target sound levels must be made for with setbacks.

Topography and multistory structures near the courts will also influence the amount of setback required. In order for a noise barrier to be effective it must block the line of sight from the sound source to the point of observation. Upper level bedroom windows and decks that are able to overlook the noise barrier will not be shielded and will likely experience a greater noise impact than at ground level.

Testing at numerous pickleball courts has found that the sound radiated from the paddles is directional. More sound goes in the direction of play than to the sides of the court. This characteristic can be used as a noise abatement measure by orienting pickleball courts so that the direction of play is not directed toward noise sensitive areas.

Sound masking in the form of water fountains has been found to be somewhat helpful in certain situations. This is mainly where the masking sound source is much closer to the noise sensitive area than the pickleball courts and the noise sensitive area is not too close to the pickleball courts. Roadways have not been found to be effective masking sources for pickleball.

In most cases, the noise abatement installed for the paddle impacts will be sufficient for speech from the courts as well. Noise complaints about speech on pickleball courts are most often related to content rather than sound level. This is best addressed through policy.

## **11.5 Site Planning**

Site review and feasibility analysis for pickleball begins by looking at available setbacks and sight lines. This will determine what noise abatement treatments may be needed and whether they can be effective on a particular site. Topography and the presence of nearby multistory housing are also important considerations that may affect required setbacks. The noise impact assessment of impulsive sound is a complex task that should be done using modern standards and best practices by an acoustical engineer with experience in psychological acoustics and signal analysis.

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# Noise Concern and Request

## Flamingo Sports Center Special Exception (Z24-000007)

Chris Spencer  
11/20/2024

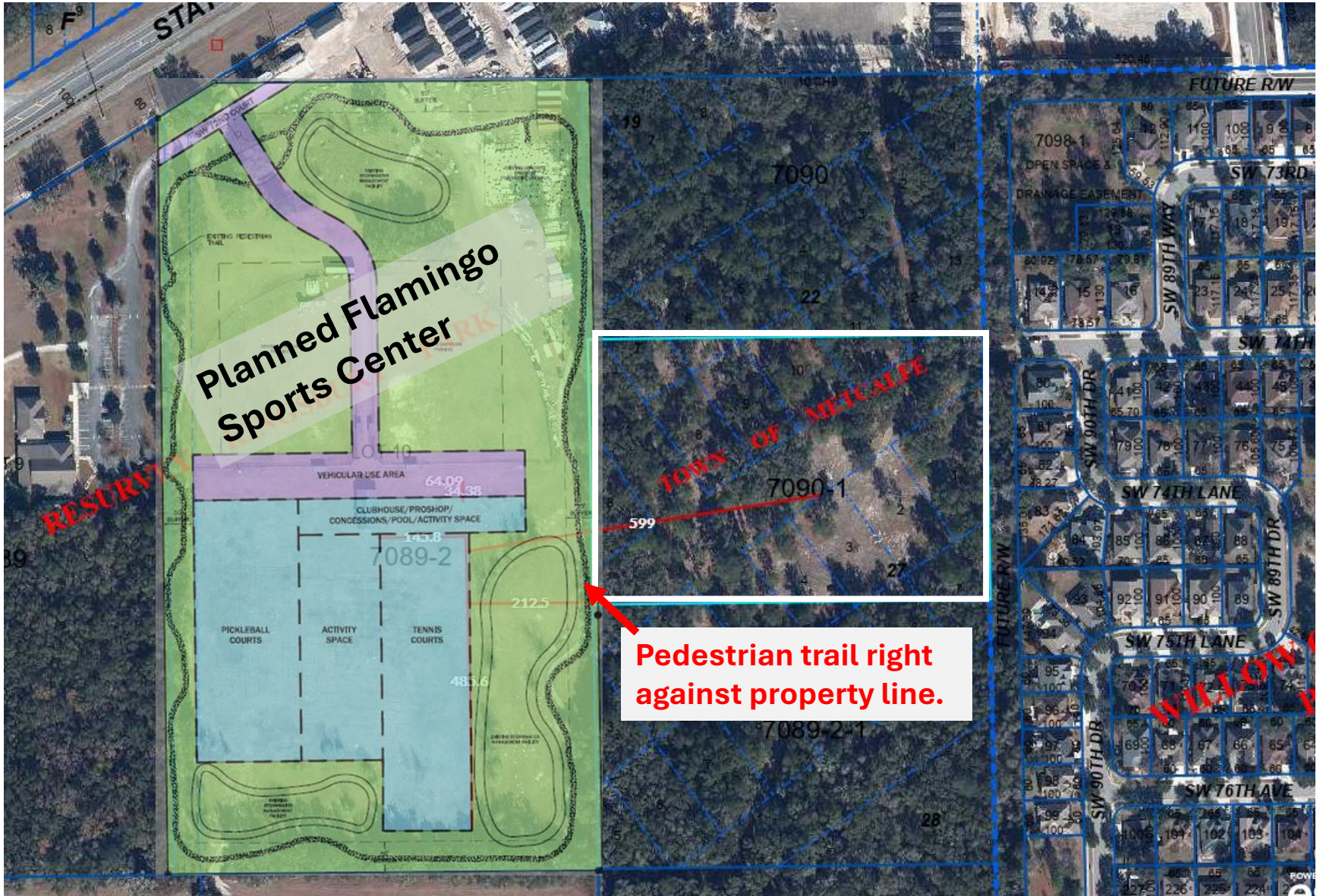


# Executive Summary:

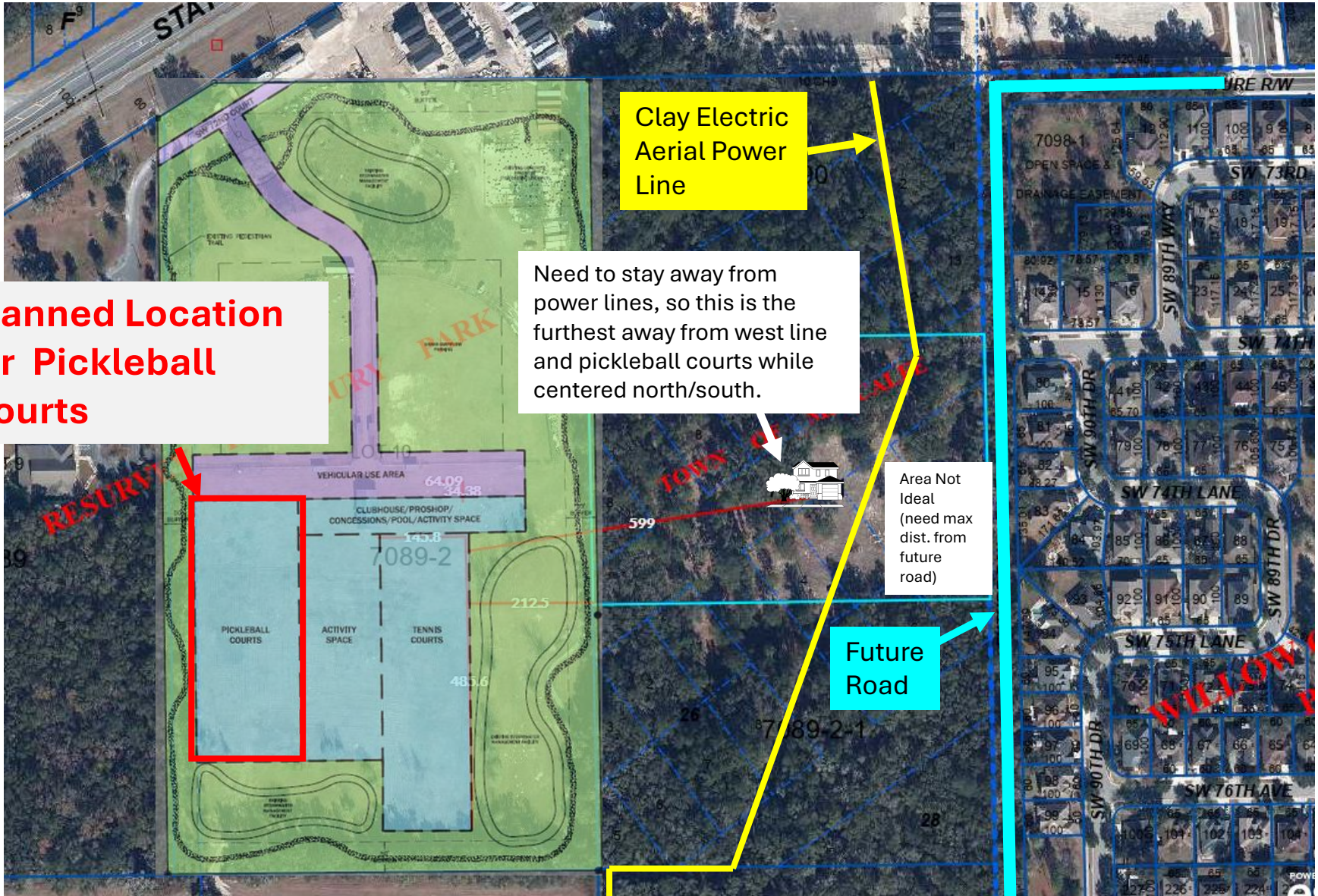
- Planned home build on Spencer property (parcel 07090-001-000) affected by future noise pollution from the planned Flamingo Sports Center pickleball courts.
- Movement of the pickleball courts furthest west and added noise mitigation of 10 foot fencing with 24dB noise attenuation a huge improvement from the plan communicated during the Neighborhood Workshop. Thank you FSC!
- Concern for pedestrian trespass from Flamingo Sports Center visitors on Spencer property.
- Ask Flamingo Sports Center to:
  - Consider adding further noise mitigation by orienting the pickleball courts for longitudinal (North/South) play.
  - Consider building barrier fencing to prevent patrons and visitors from trespassing on adjacent properties.



# Spencer Property



# Planned Home Build v/s Pickleball Courts



**Planned Location  
for Pickleball  
Courts**

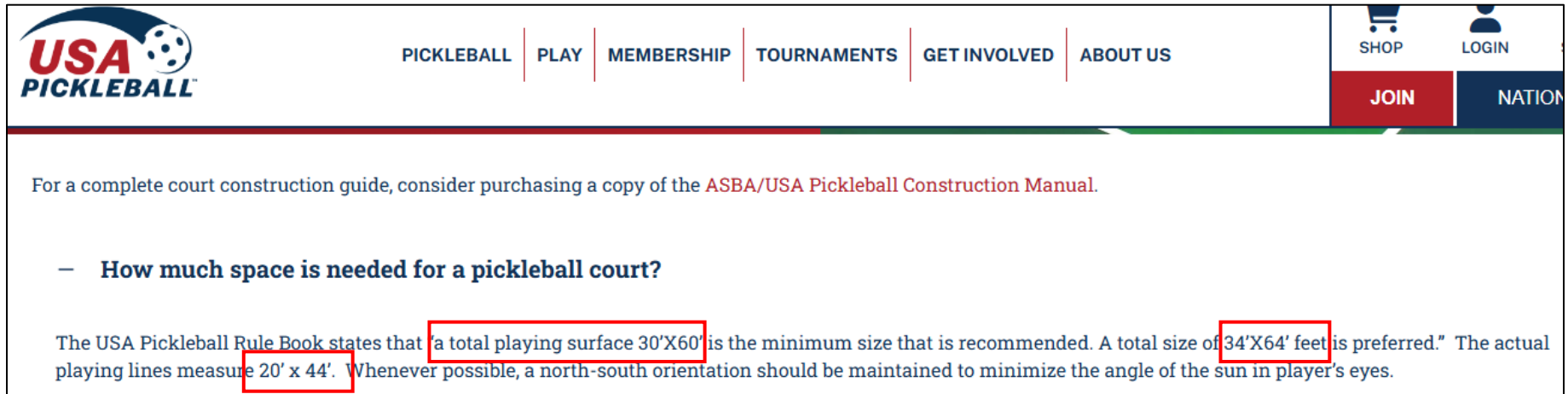
**Clay Electric  
Aerial Power  
Line**

Need to stay away from power lines, so this is the furthest away from west line and pickleball courts while centered north/south.

Area Not Ideal  
(need max dist. from future road)

**Future Road**

# Typical Pickleball Court Size



The screenshot shows the USA Pickleball website header with navigation links: PICKLEBALL, PLAY, MEMBERSHIP, TOURNAMENTS, GET INVOLVED, ABOUT US, SHOP, LOGIN, JOIN, and NATION. Below the header, a text block provides information about court construction guides and a specific question: "How much space is needed for a pickleball court?". The answer states that the minimum recommended size is 30'x60', the preferred size is 34'x64', and the actual playing lines measure 20' x 44'. Red boxes highlight the dimensions 30'x60', 34'x64', 20' x 44', and 34 x 64 feet.

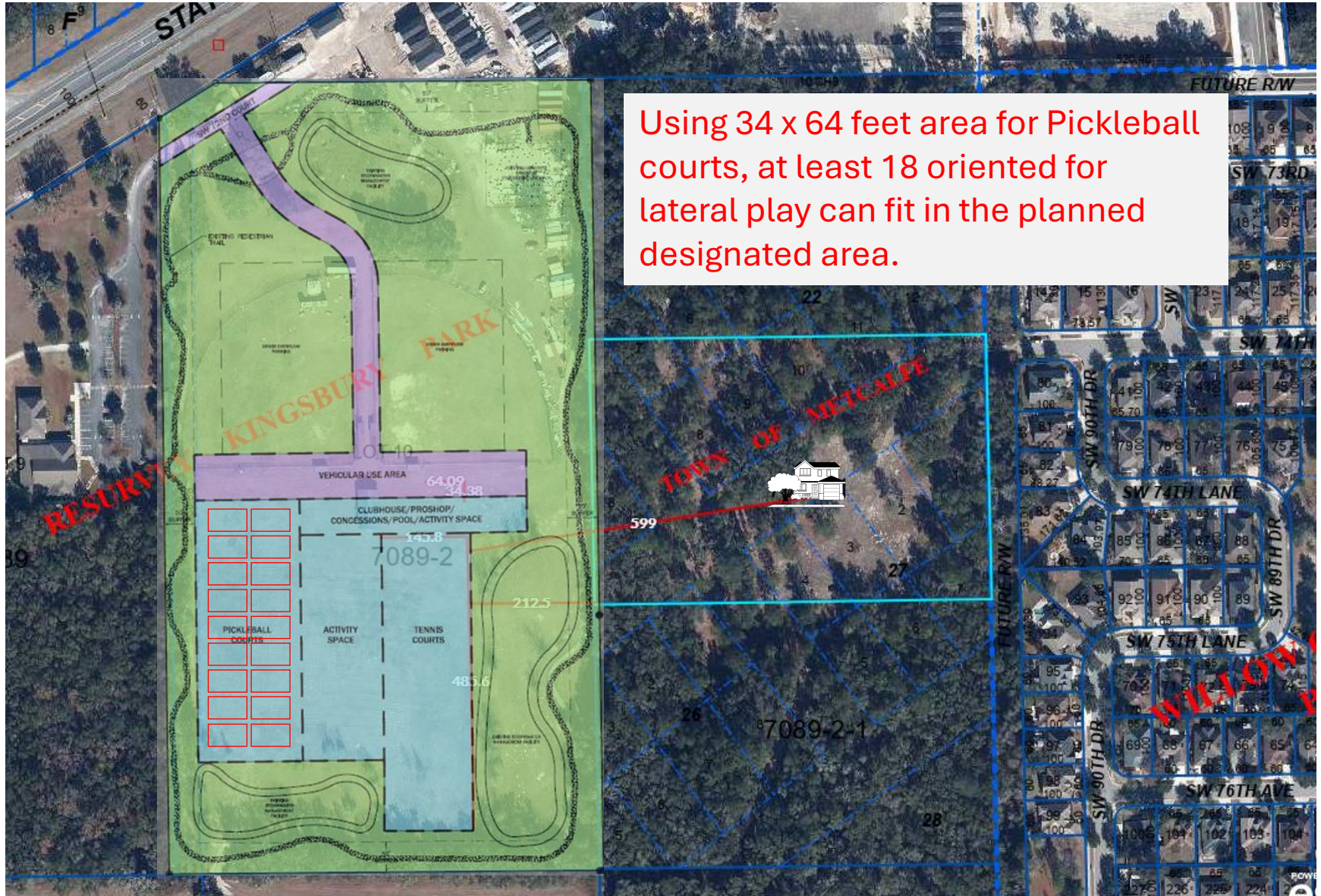
For a complete court construction guide, consider purchasing a copy of the [ASBA/USA Pickleball Construction Manual](#).

– **How much space is needed for a pickleball court?**

The USA Pickleball Rule Book states that **a total playing surface 30'X60'** is the minimum size that is recommended. A total size of **34'X64' feet** is preferred." The actual playing lines measure **20' x 44'**. Whenever possible, a north-south orientation should be maintained to minimize the angle of the sun in player's eyes.

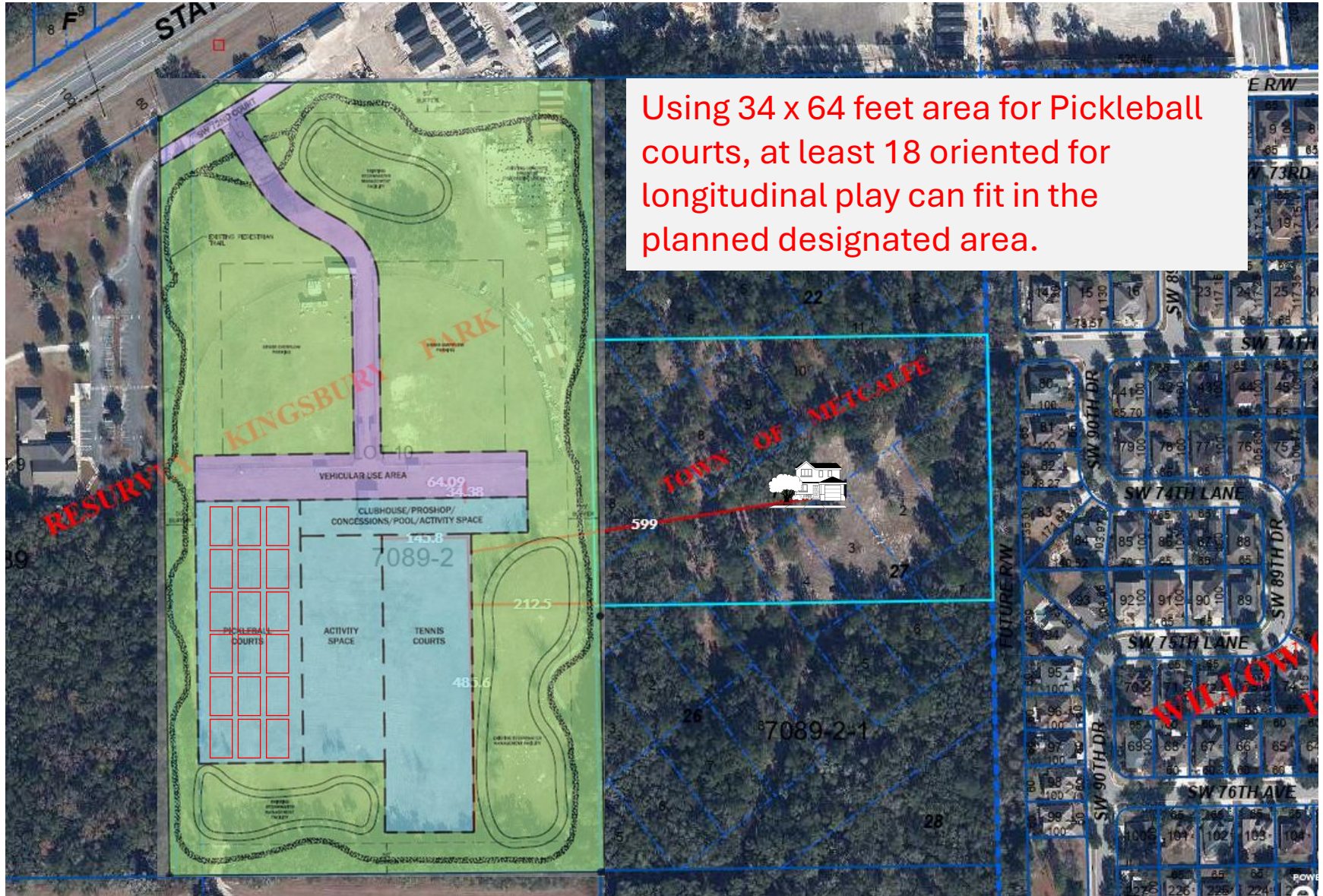
According to USA Pickleball ([www.usapickleball.org](http://www.usapickleball.org)), the court playing lines measure 20 x 44 feet with a preferred total court size of **34 x 64 feet.**

# Maximizing the Number Pickleball Courts



Using 34 x 64 feet area for Pickleball courts, at least 18 oriented for lateral play can fit in the planned designated area.

# Maximizing the Number Pickleball Courts



Using 34 x 64 feet area for Pickleball courts, at least 18 oriented for longitudinal play can fit in the planned designated area.

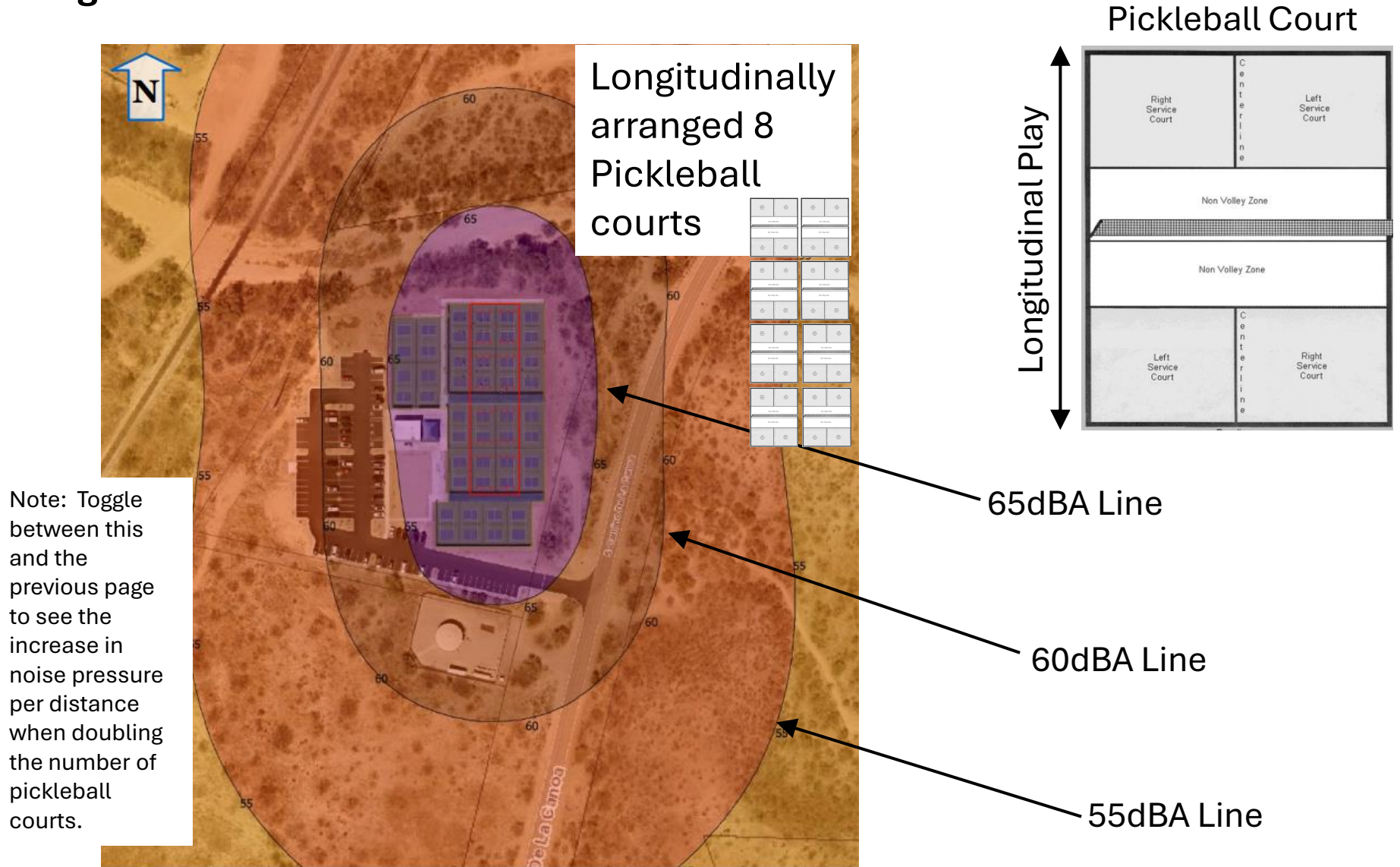
# Pickleball Noise Study – Suggested Read

## ***Pickleball Noise Impact Assessment and Abatement Planning* by Lance Willis, PhD of Spendiarian & Willis Acoustics & Noise Control LLC.**

- Prepared for the City of Centennial (Centennial, Colorado)
- Chapter 1 builds relationship of sound to annoyance and potential connection to human stress and health
- Chapter 3 provides overview of municipal ordinances and regulations for noise
- Chapter 4 provides scientific classifications of sound (i.e., how it is measured); from figure 4.1, noise levels on a sidewalk next to a busy highway is between 70 and 80 decibels A (dBA).
- Chapter 5 provides information for measuring and assessing sound levels. Section 5.7 describes noise impact assessments with reference to ISO 9613 and ANSI S12.62.
- Chapter 6 provides assessment of **pickleball sound as being impulsive and causes significant noise impact to those living nearby**
- Chapter 7 provides pickleball court sound level contour maps per ANSI S12.9 (**Figures 7.1 to 7.3 to be referenced in this presentation**)
- **Chapter 9 provides noise mitigation methods for pickleball court design**

*Pickleball Noise Impact Assessment and Abatement Planning* by Lance Willis, PhD of Spendiarian & Willis Acoustics & Noise Control LLC.

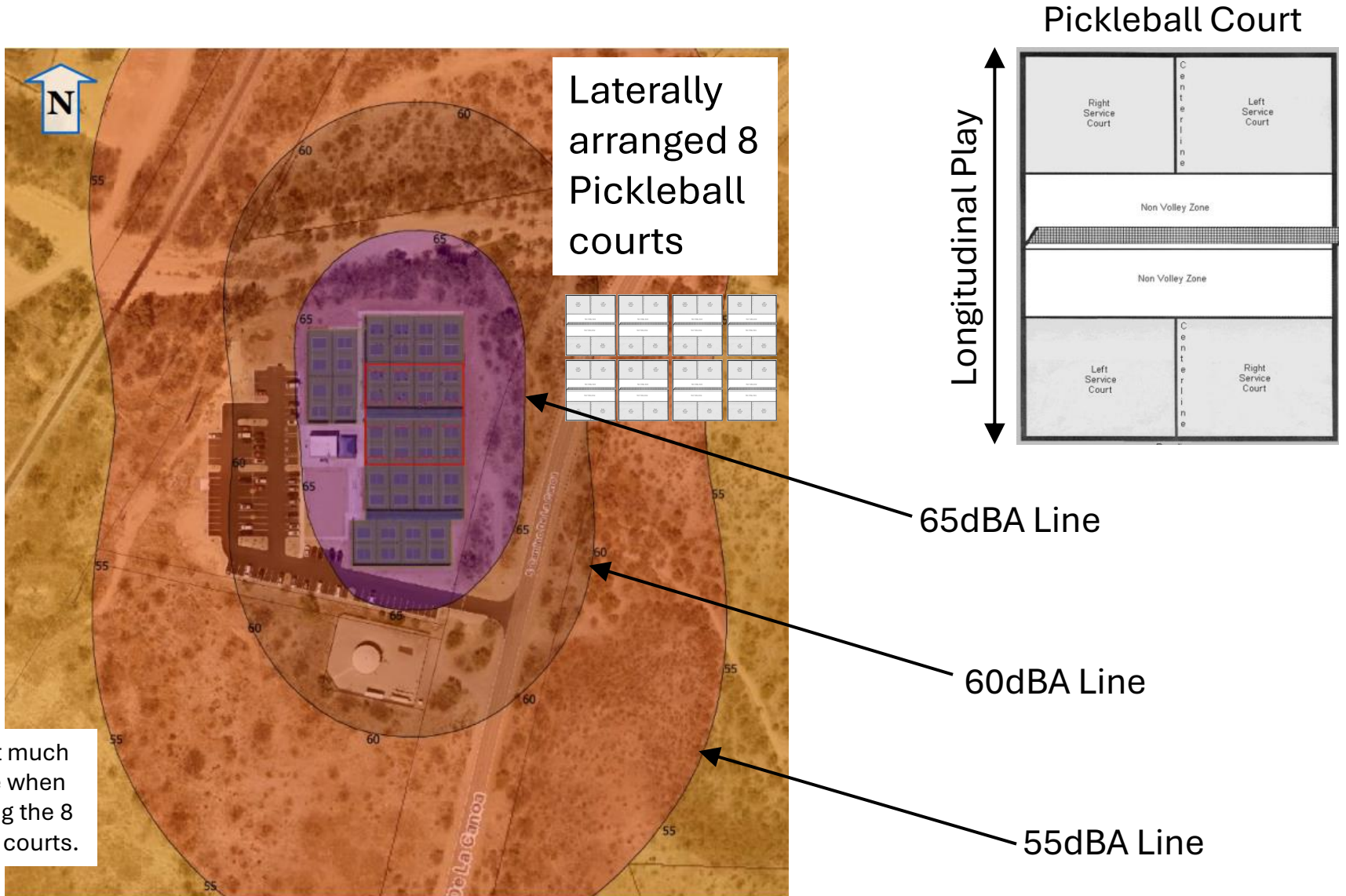
**Figure 7.2**



**Figure 7.2. Adjusted Sound Pressure Level from Eight Pickleball Courts Aligned Longitudinally**

*Pickleball Noise Impact Assessment and Abatement Planning* by Lance Willis, PhD of Spendiarian & Willis Acoustics & Noise Control LLC.

**Figure 7.3**

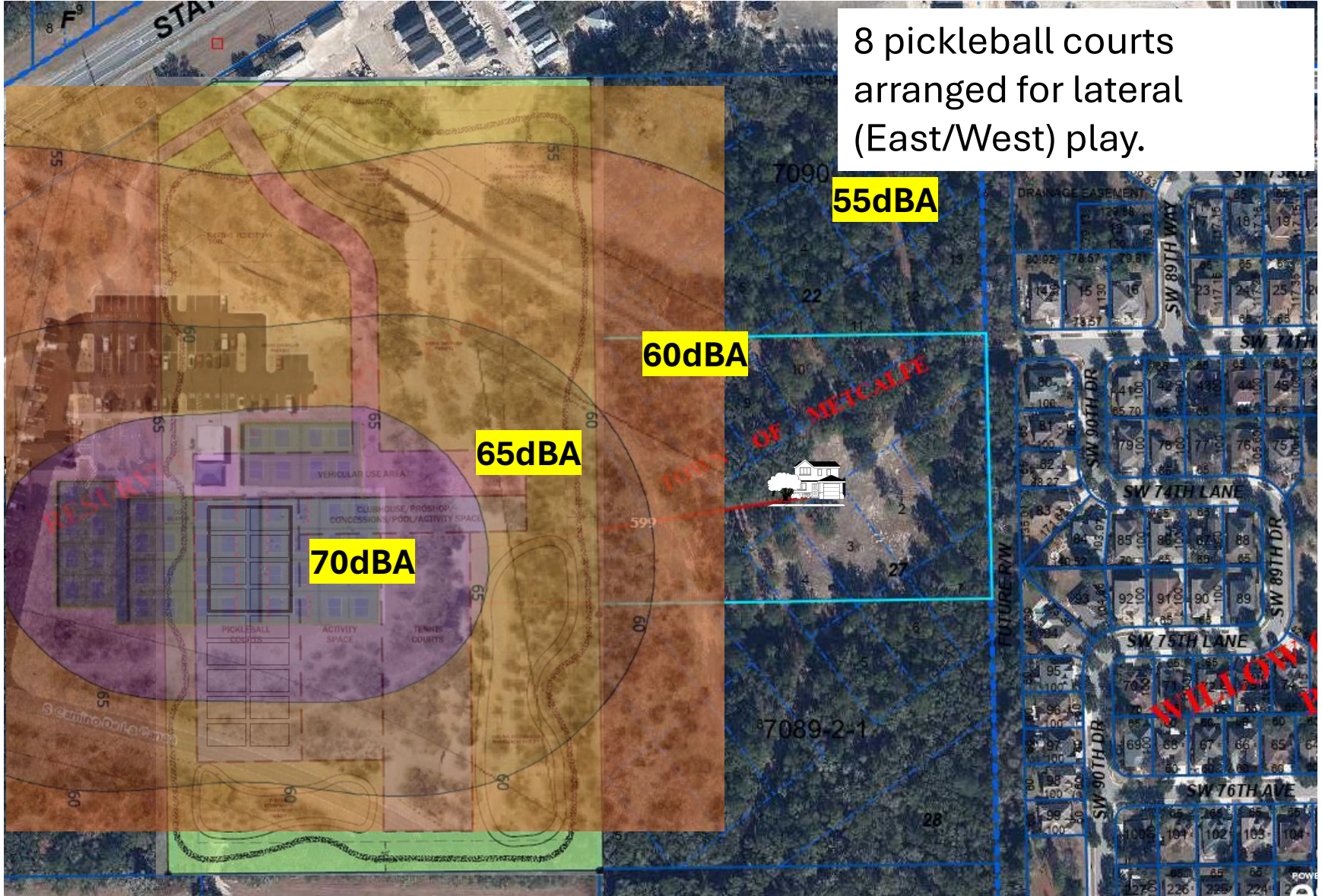


Note: Not much difference when rearranging the 8 pickleball courts.

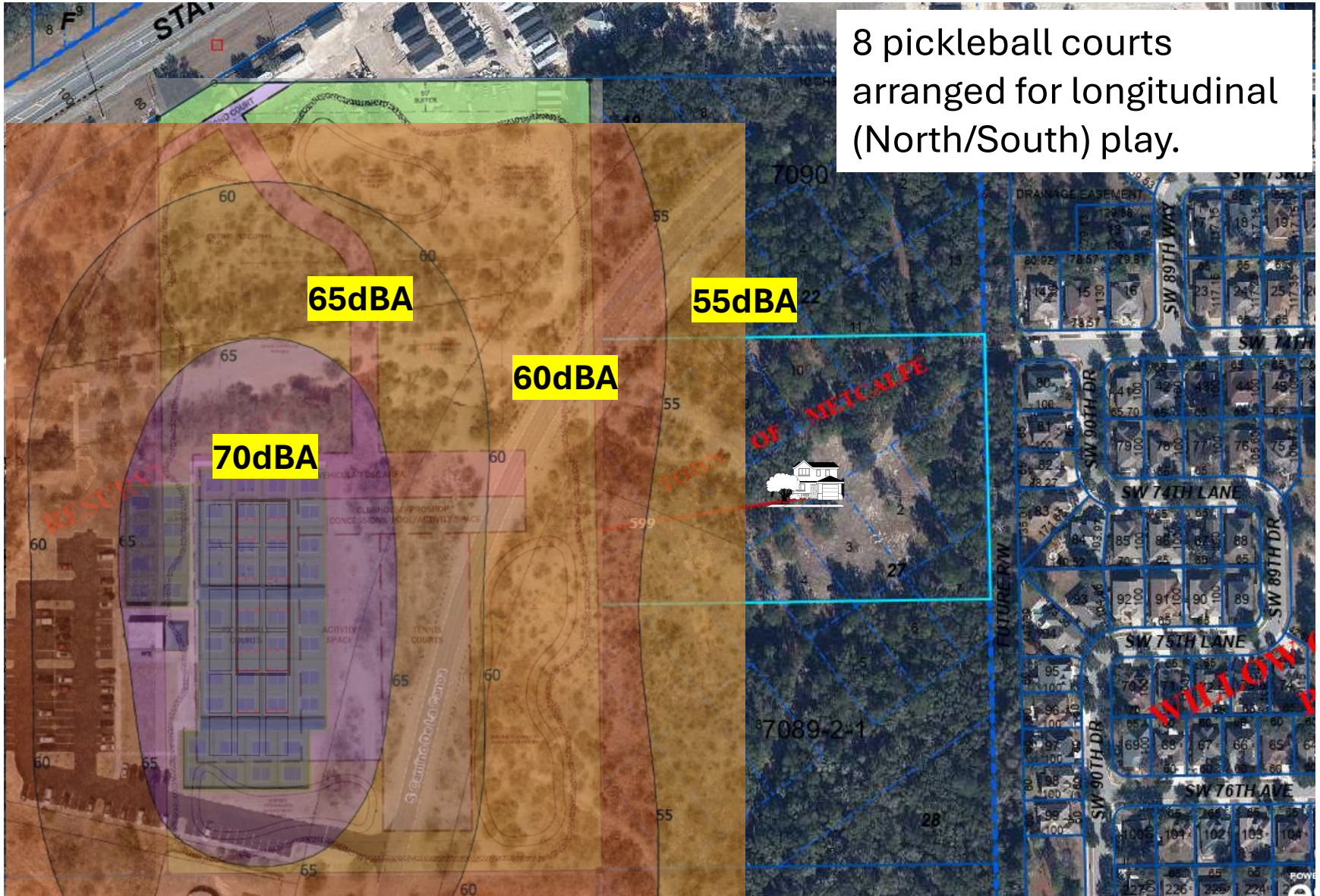
**Figure 7.3. Adjusted Sound Pressure Level from Eight Pickleball Courts Aligned Laterally**



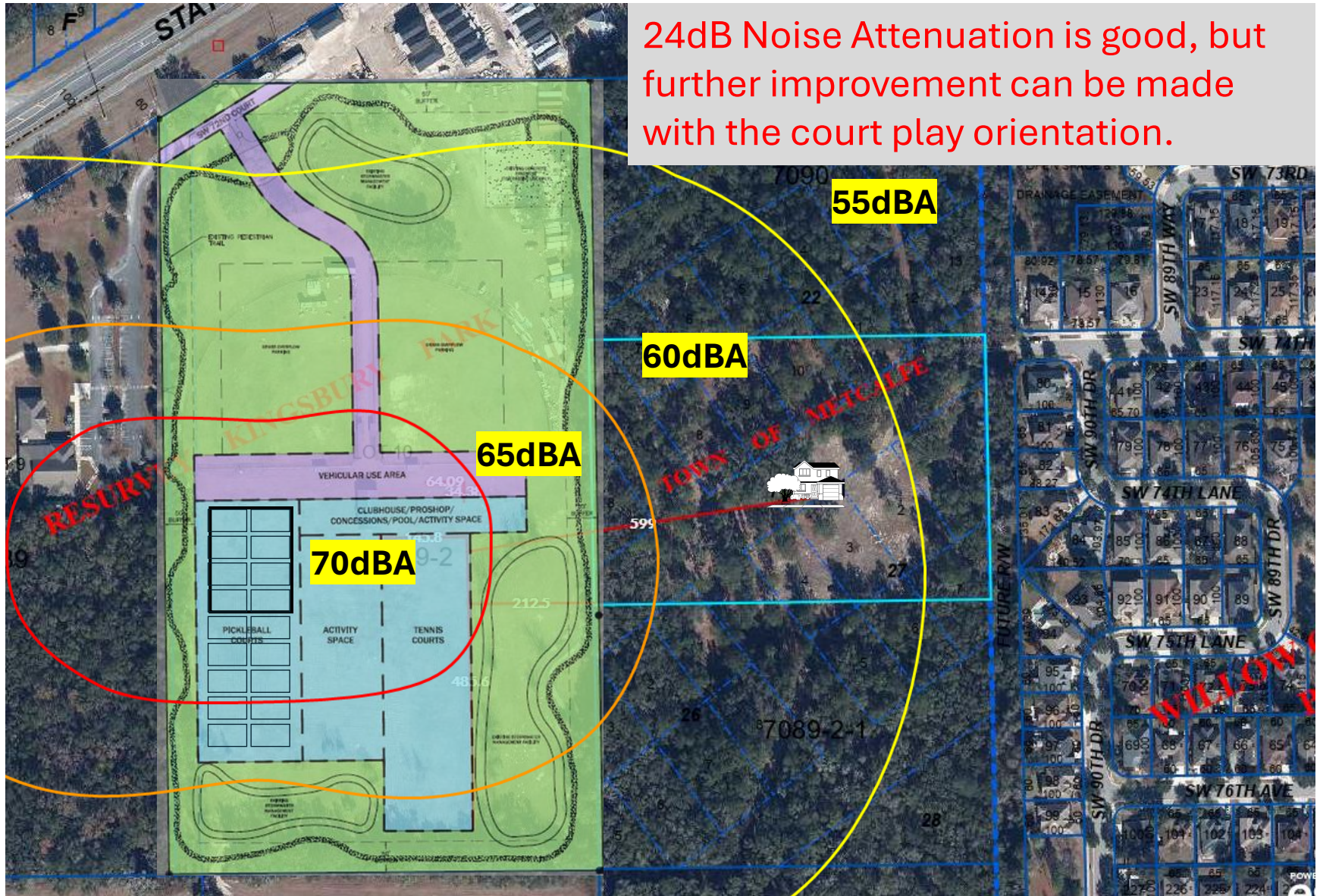
# Superimposing Figure 7.2



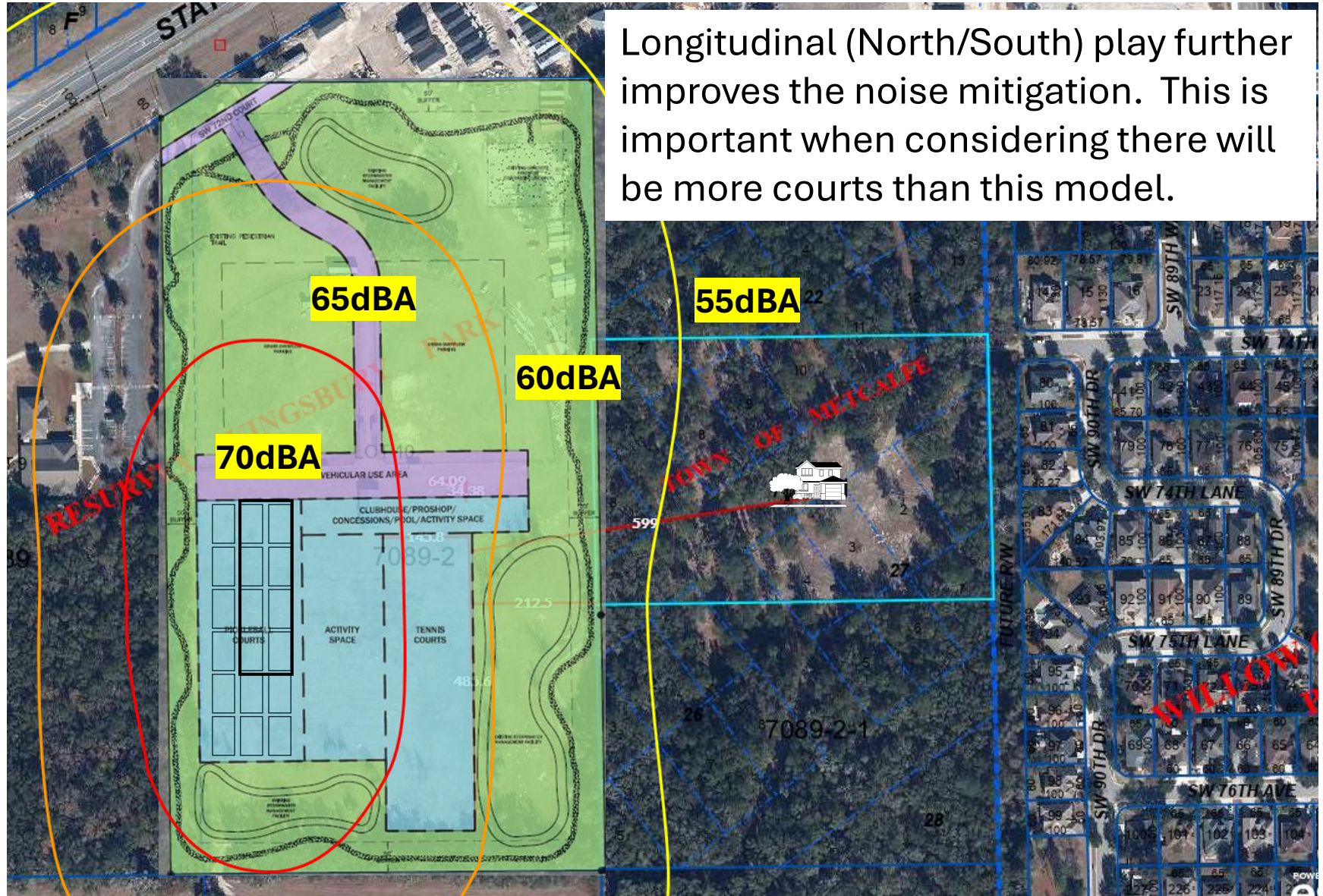
# Superimposing Figure 7.2



# Figure 7.3's Noise Pressure Contours



# Figure 7.2's Noise Pressure Contours



Longitudinal (North/South) play further improves the noise mitigation. This is important when considering there will be more courts than this model.



**Z24-000007**

**Flamingo Sports Center  
Special Exception for Outdoor Recreation  
eda, inc.**

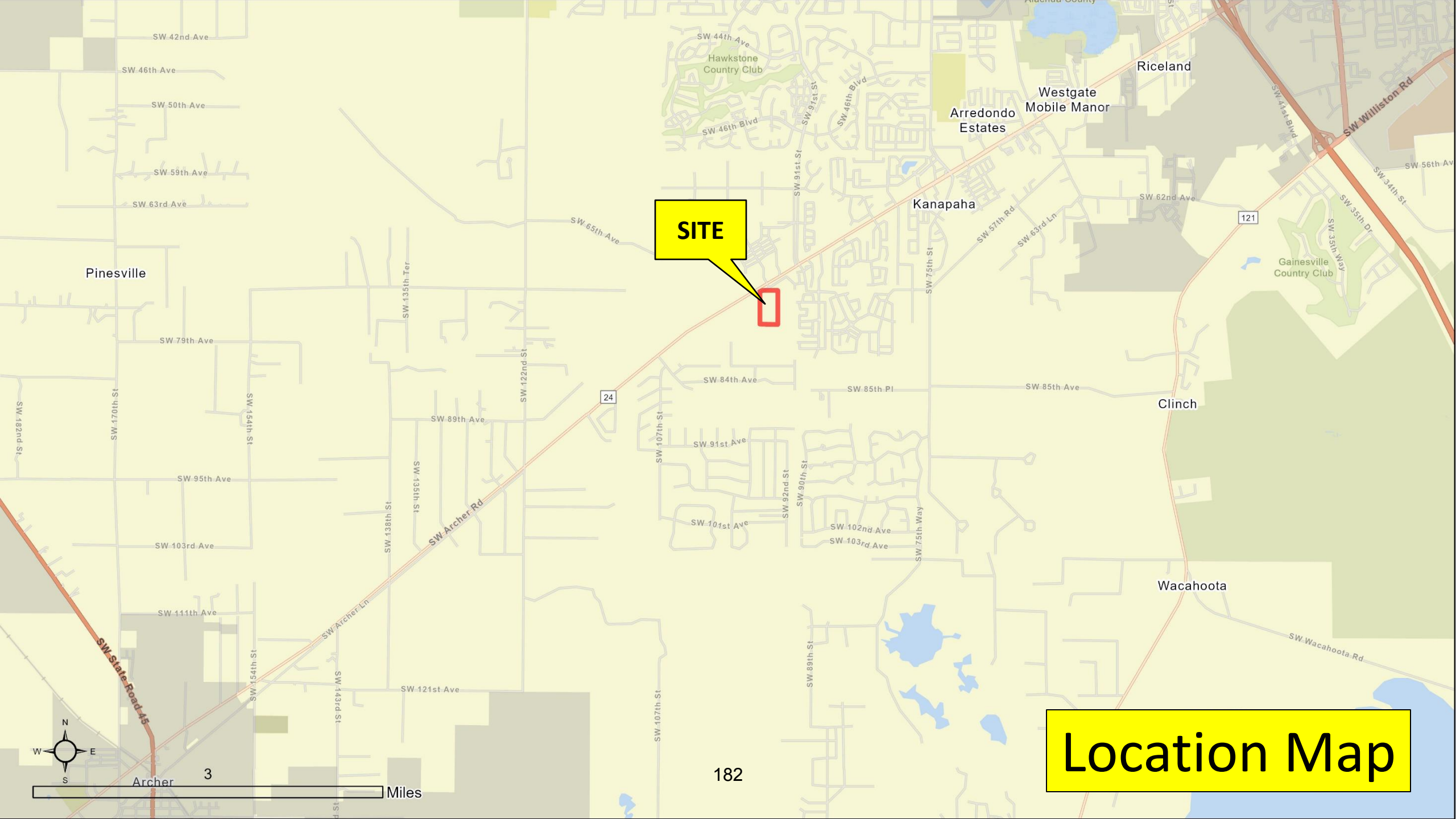
Mehdi Benkhatar, Planner III  
Alachua County Growth Management

# Request

- Special Exception for Outdoor Recreation (Sec. 404.64 ULDC)
- Limited use standards exceeded (sq. ft. of permanent structures & lighting/audio system)
- Facility will have multiple racquet sport courts, covered pavilions, clubhouse and concessions area.

# Background

- Site was previously owned by YMCA; previous SUP allowed 60,000 sq. ft. recreational facility
- SUP rescinded when new developer purchased this parcel
- Parcel subsequently left out of TND development; now has new ownership



**SITE**

**Location Map**



3 Miles

182

Pinesville

SITE

Kanapaha

Riceland

Westgate  
Mobile Manor

Arredondo  
Estates

Gainesville  
Country Club

Clinch

Wacahoota

SW 42nd Ave

SW 46th Ave

SW 50th Ave

SW 59th Ave

SW 63rd Ave

SW 65th Ave

SW 79th Ave

SW 95th Ave

SW 103rd Ave

SW 111th Ave

SW 121st Ave

SW 44th Ave

SW 46th Blvd

SW 91st St

SW 46th Blvd

SW 135th Ter

SW 122nd St

SW 89th Ave

SW 138th St

SW 135th St

SW 101st Ave

SW 91st Ave

SW 92nd St

SW 90th St

SW 102nd Ave

SW 103rd Ave

SW 107th St

SW 89th St

SW 84th Ave

SW 85th Pl

SW 85th Ave

121

24

Archer

3

Miles

182

Location Map

Arredondo  
Estates

Westgate  
Mobile Manor

Riceland

Gainesville  
Country Club

Clinch

Wacahoota

SW 42nd Ave

SW 46th Ave

SW 50th Ave

SW 59th Ave

SW 63rd Ave

SW 65th Ave

SW 79th Ave

SW 95th Ave

SW 103rd Ave

SW 111th Ave

SW 121st Ave

SW 44th Ave

SW 46th Blvd

SW 91st St

SW 46th Blvd

SW 135th Ter

SW 122nd St

SW 89th Ave

SW 138th St

SW 135th St

SW 101st Ave

SW 91st Ave

SW 92nd St

SW 90th St

SW 102nd Ave

SW 103rd Ave

SW 107th St

SW 89th St

SW 84th Ave

SW 85th Pl

SW 85th Ave

121

24

Archer

3

Miles

182

Location Map





**SITE**

**Aerial Image**



1,000 Feet

183

7071-100

7068

7061-7-1

7061-4

7070

7061-2-3

7061-8

7083

7061-2-1

7081

7061-2-2

7084

7082

7088

7090

7087-2

7080-1-3

7080-1

7087-1

7087

**SITE**

7089-2

7090-1

7080-4-1

7089

7080-4

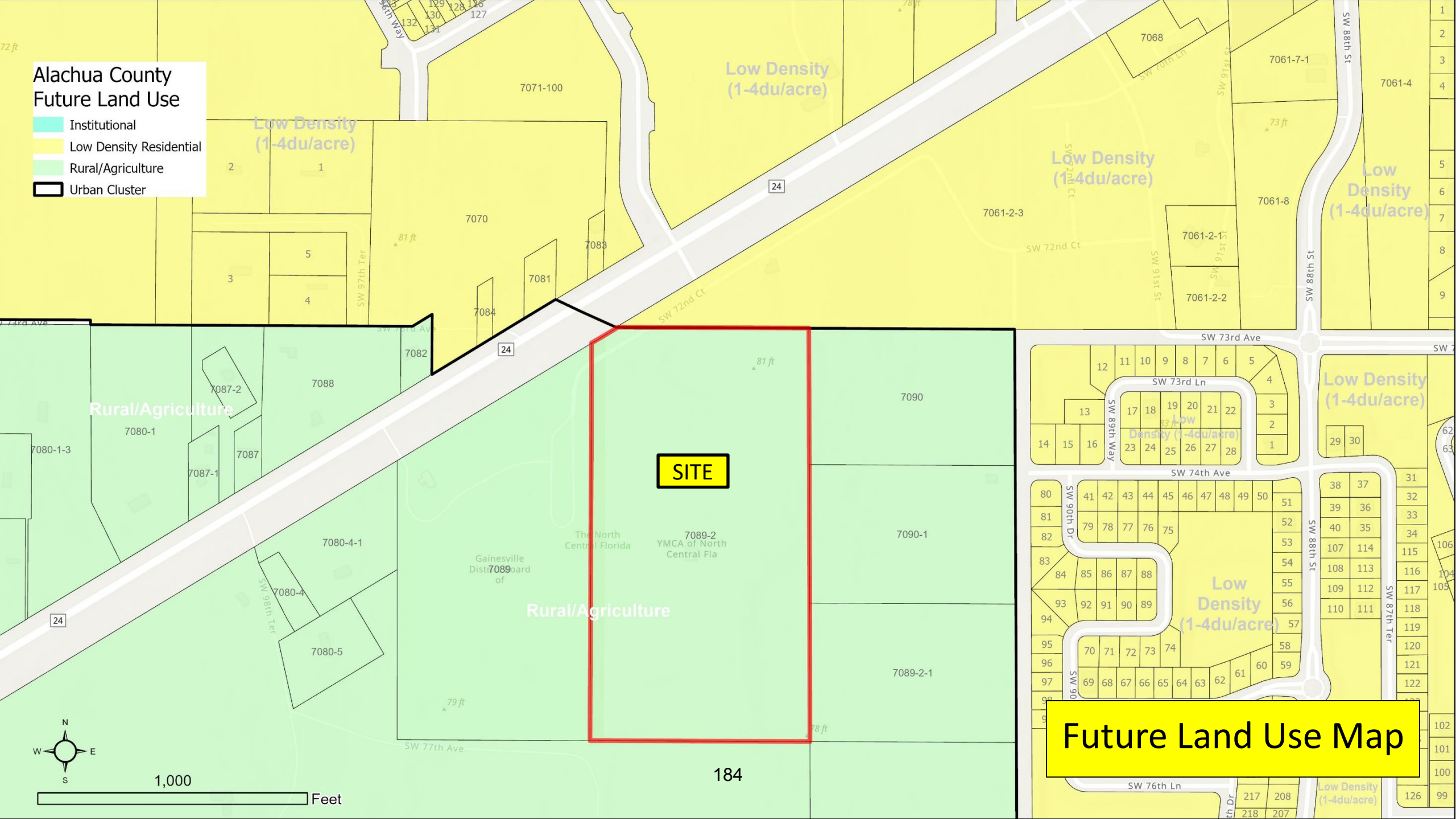
7080-5

7089-2-1



# Alachua County Future Land Use

- Institutional
- Low Density Residential
- Rural/Agriculture
- Urban Cluster



**SITE**

**Future Land Use Map**



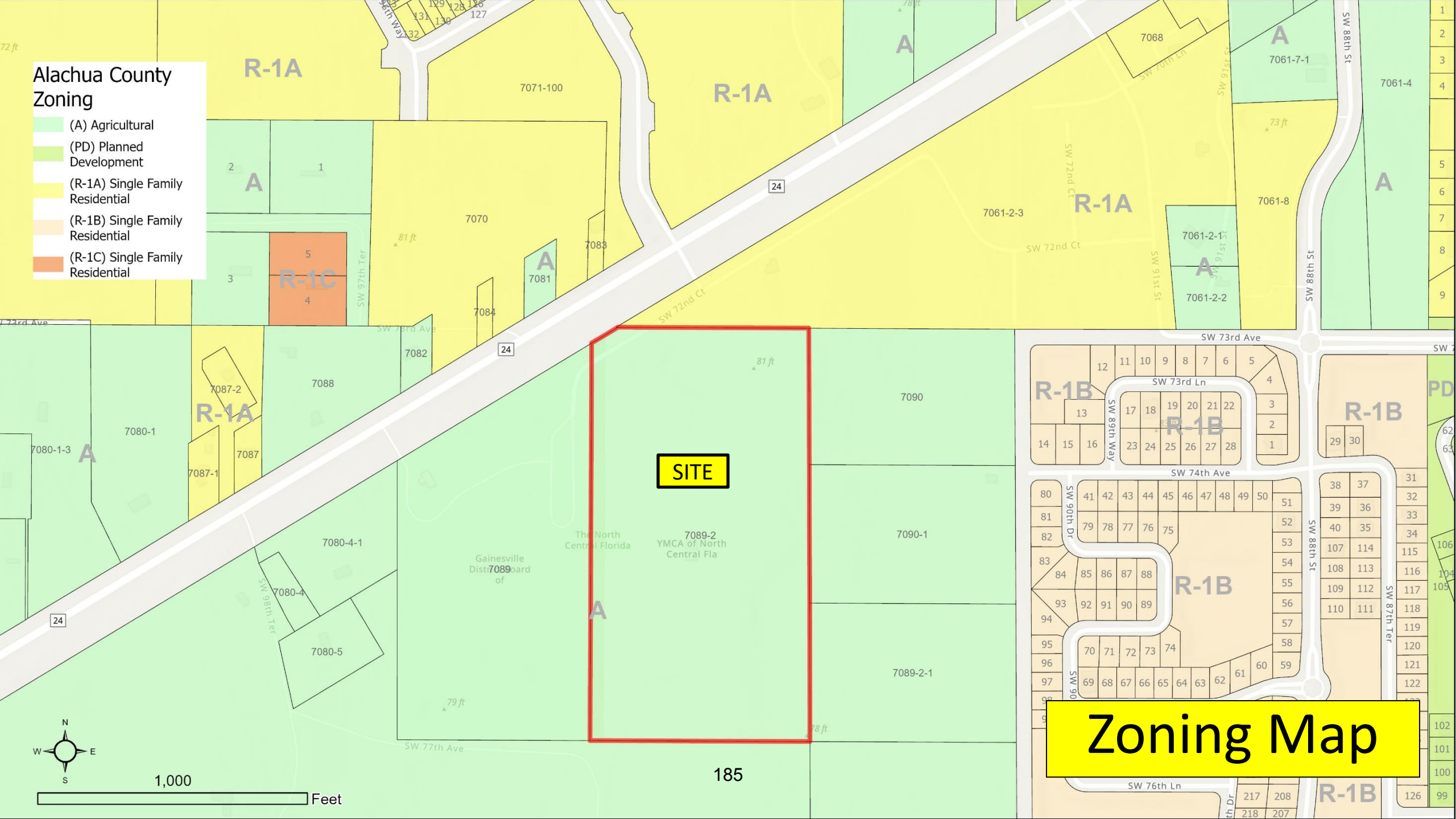
1,000

Feet

184

# Alachua County Zoning

- (A) Agricultural
- (PD) Planned Development
- (R-1A) Single Family Residential
- (R-1B) Single Family Residential
- (R-1C) Single Family Residential



**SITE**

**Zoning Map**

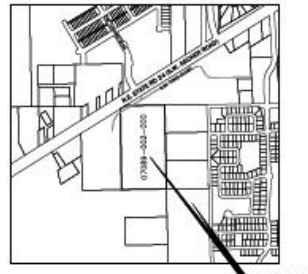
1,000 Feet

185

# Outdoor recreation (Comp Plan)

- Objective 6.2 FLUE lists outdoor, active recreation as allowed use:

**Outdoor recreation:** Outdoor recreation uses include public or private golf courses, tennis courts, ball courts, ball fields and similar outdoor sports and uses that are not in enclosed buildings. This shall also include any accessory uses, such as snack bars, pro shops, clubhouses, country clubs, maintenance buildings or similar uses that are designed and intended primarily for the use of patrons of the principal recreational use or for the maintenance and servicing of the facilities. This definition shall not include entertainment and recreation uses such as amusement parks, miniature golf, race car tracks or motocross facilities or similar motorized sports.



**VICINITY MAP**  
ALACHUA COUNTY, FLORIDA  
1" = 1,000'

**LEGAL DESCRIPTION**

A PARCEL OF LAND LYING IN THE NORTH ONE HALF OF THE NORTHWEST QUARTER IN 1/2 OF THE NE 1/4 OF SECTION 31, TOWNSHIP 10 SOUTH, RANGE 15 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4, THENCE SOUTH 00 DEGREES 11 MINUTES 23 SECONDS WEST 200.00 FEET, THENCE NORTH 23 DEGREES 00 MINUTES 23 SECONDS EAST 170.00 FEET, THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST 104.00 FEET TO THE POINT OF BEGINNING, THENCE RUN NORTH 50 DEGREES 00 MINUTES 23 SECONDS EAST 51.00 FEET, THENCE SOUTH 00 DEGREES 00 MINUTES 23 SECONDS WEST 138.00 FEET, THENCE NORTH 00 DEGREES 28 MINUTES 23 SECONDS WEST 44.21 FEET, THENCE NORTH 00 DEGREES 00 MINUTES 23 SECONDS EAST 138.00 FEET TO THE POINT OF BEGINNING;  
 AND  
 THE WEST ONE HALF OF THE NORTHWEST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF 1/2 OF THE NE 1/4 OF THE 1/4 LING SOUTH OF RAILROAD WEST OF WAY.

**SPECIAL EXCEPTION CONDITIONS**

- THE APPLICANT PROPOSES THE FOLLOWING CONDITIONS TO APPLY TO THE APPROVED SPECIAL EXCEPTION BY THE BOARD OF COUNTY COMMISSIONERS:
1. THE SPECIAL EXCEPTION SHALL ALLOW AN OUTDOOR RECREATION FACILITY ON PARCEL NUMBER 07080-000-000.
  2. HOURS OF OPERATION SHALL BE MONDAY - SUNDAY, 7:00 AM - 9:00 PM.
  3. A MAXIMUM OF 6,000 SQ. FT. OF ENCLOSED BUILDING AREA SHALL BE ALLOWED, UP TO 20% OF THIS SQ. FT. MAY BE USED FOR FOOD AND BEVERAGE SERVICE AND THE SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES, FOOD AND BEVERAGE SERVICE AND THE SALE OF ITEMS RELATED TO THE ON-SITE SPORTING ACTIVITIES, SHALL BE ALLOWED AND ACCESSORY TO THE FACILITY AND LIMITED TO STRUCTURES WITHIN THE OUTDOOR RECREATION AREA AS IDENTIFIED ON THE SPECIAL EXCEPTION MASTER PLAN.
  4. OUTDOOR LIGHTING SHALL COMPLY WITH CHAPTER 907, ARTICLE XV, NO OUTDOOR LIGHTING (EVENT SECURITY LIGHTING) SHALL BE ON AFTER 11:00 PM OR BEFORE 7:00 AM.
  5. ANY ALIEN SYSTEM USED SHALL BE CONTROLLED TO COMPLY WITH TITLE 1 OF THE CODE IN THE ALACHUA COUNTY CODE.
  6. PROPOSED SITE IMPROVEMENTS SHALL BE CONSIDERED WITH THE SPECIAL EXCEPTION MASTER PLAN, WHICH INDICATES THE APPROXIMATE LOCATION OF ALL ON-SITE USES. THE MINIMUM DISTANCE OF THE OUTDOOR RECREATION AREA TO ADJACENT PROPERTY LINES SHALL BE 50 FEET.
  7. DEVELOPMENT PLAN APPROVAL SHALL BE REQUIRED FOR PROPOSED ON-SITE IMPROVEMENTS.
  8. THE EXISTING PEDESTRIAN TRAIL NETWORK SHALL BE MAINTAINED AS A FITNESS TRAIL AND SHALL BE OPEN TO THE PUBLIC.
  9. A 35-FOOT WIDE INTERNAL VEGETATIVE BUFFER SHALL BE MAINTAINED ALONG ALL PROPERTY LINES AND SHALL RETAIN ALL EXISTING CANOPY TREES. A PEDESTRIAN TRAIL NETWORK IS ALSO A PERMITTED USE IN THIS AREA.
  10. BETWEEN 50 TO 75 PAVED PARKING SPACES SHALL BE PROVIDED ON THE WITHIN THE REGULAR USE AREA AS SHOWN ON THE SPECIAL EXCEPTION MASTER PLAN. ADDITIONAL OVERFLOW GRASS PARKING IS ALSO IDENTIFIED AS SHOWN ON THE SPECIAL EXCEPTION MASTER PLAN.
  11. SPORTS COURTS MAY BE COVERED WITH OVERHEAD CANOPIES.
  12. A MINIMUM 35-FOOT TALL FENCE WITH ACOUSTIC WALLS (DESIGNED TO ACHIEVE A MINIMUM SOUND ATTENUATION OF 24 DECIBELS) SHALL BE INSTALLED AROUND PICKLEBALL COURTS.

**LAND USE AREAS**

LAND USE AREAS		
	<b>VEHICULAR USE AREA</b> • ACCESS DRIVEWAY • PARKING LOT • STORMWATER AREAS	1.7 ACRES ±
	<b>OUTDOOR RECREATION AREA</b> • TENNIS/PICKLE BALL COURTS • TABLE TENNIS/BADMINTON • COVERED PAVILIONS • ACTIVITY SPACE • SWIMMING POOL • CLUB HOUSE BUILDING • CONCESSION/PRO SHOP BUILDINGS • RESTROOMS • STORMWATER AREAS • EQUIPMENT STORAGE BUILDING(S)	5.1 ACRES ±
	<b>GREEN SPACE AREA</b> • PASSIVE OUTDOOR RECREATION AREAS • PEDESTRIAN TRAILS • LANDSCAPED AREAS • STORMWATER AREAS • BUFFER AREAS • TEMPORARY GRASS OVERFLOW PARKING	14.2 ACRES ±
<b>TOTAL</b>		<b>21 ACRES ±</b>

- NOTES:**
1. LAND USE AREAS ABOVE ARE APPROXIMATE AND MAY BE SLIGHTLY ADJUSTED ON DEVELOPMENT PLAN.
  2. AREAS LABELED AS "ACTIVITY SPACE" MAY INCLUDE BOTH COVERED AND UNCOVERED AREAS.

# Special Exception Master Plan

EXISTING PEDESTRIAN TRAIL

GRASS OVERFLOW PARKING

GRASS OVERFLOW PARKING

VEHICULAR USE AREA

CLUBHOUSE/PROSHOP/  
CONCESSIONS/POOL/ACTIVITY SPACE

PICKLEBALL  
COURTS

ACTIVITY  
SPACE

TENNIS  
COURTS

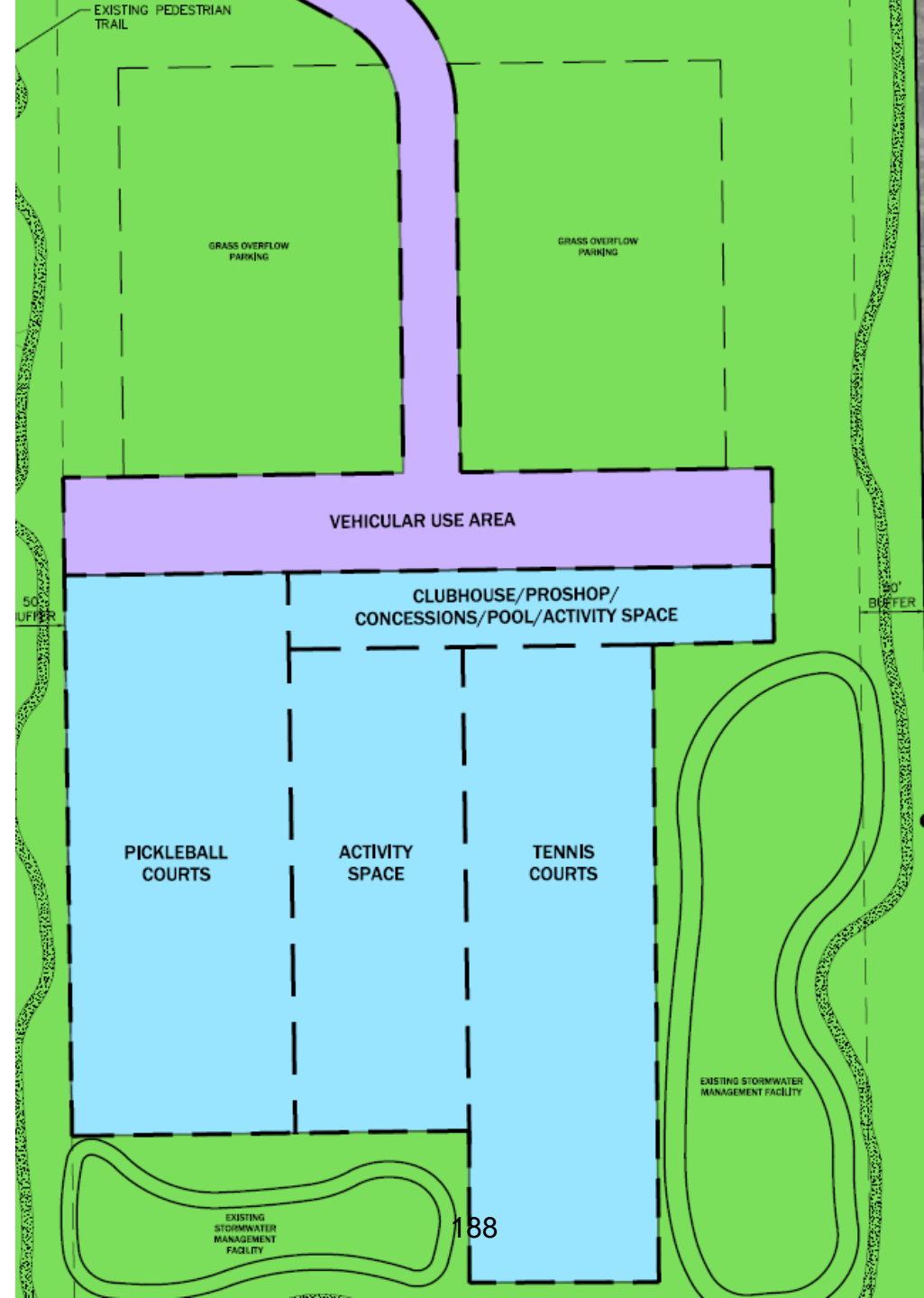
EXISTING STORMWATER  
MANAGEMENT FACILITY

EXISTING  
STORMWATER  
MANAGEMENT  
FACILITY

188

50'  
BUFFER

50'  
BUFFER



# Noise mitigation

- Following public comment and discussions with staff the applicant agreed to move pickleball courts westward and install “acoustic wraps” to mitigate potential noise impacts (Condition 12).

# Example of pickleball courts with “acoustic wrapping”





# Proposed Conditions

Staff's proposed conditions include:

- Hours of operation
- Maximum sq. ft. of enclosed building area
- Lighting/audio systems
- Development plan approval requirement
- Parking requirement
- Perimeter buffering
- Sound mitigation

# Proposed Conditions

- 1) This Special Exception shall allow an outdoor recreation facility on parcel number 07089-002-000.
- 2) Hours of operation shall be Monday – Sunday, 7:00 am – 9:00 pm.
- 3) A maximum of 6,500 sq. ft. of enclosed building area shall be allowed. Up to 50% of this sq. ft. may be used for food and beverage service and the sale of items related to the on-site sporting activities. Food and beverage service and the sale of items related to the on-site sporting activities shall be ancillary and accessory in nature and limited to structure(s) within the Outdoor Recreation Area as identified on the Special Exception Master Plan.
- 4) Outdoor lighting shall comply with Chapter 407, Article XIV. No outdoor lighting (except security lighting) shall occur after 11:00 pm or before 7:00 am.
- 5) Any audio system used shall be controlled to comply with Table 1 of Sec. 110.04 in the Alachua County Code.

# Proposed Conditions (cont'd)

- 6) Proposed site improvements shall be consistent with the Special Exception Master Plan, which delineates the approximate location of all on-site uses. The minimum distance of the Outdoor Recreation Area to adjacent property lines shall be 50 feet.
- 7) Development Plan approval shall be required for proposed on-site improvements.
- 8) The existing pedestrian trail network shall be maintained as a fitness trail and will be open to the public.
- 9) A 50-foot wide natural vegetative buffer shall be maintained along all property lines and shall retain all existing canopy trees. A pedestrian trail network is also a permitted use in this area.
- 10) Between 50 to 70 paved parking spaces shall be provided on site within the Vehicular Use Area as shown on the Special Exception Master Plan. Additional overflow grass parking is also permitted as shown on the Special Exception Master Plan.
- 11) Sports courts may be covered with overhead canopies.
- 12) A minimum 10-foot tall fence with acoustic wraps (designed to achieve a minimum sound attenuation of 24 decibels) shall be installed around pickleball courts.

# Staff recommendation

Staff recommends that the Planning Commission recommend that the Board of County Commissioners **approve** Z24-000007 with the bases and conditions as listed in the staff report.

# Staff bases for approval

- **Objective 6.2 of FLU Element** (uses in Rural/Ag land use)
- **Objective 1.4 of Recreation Element** (encouraging the provision of rec sites by private sector)
- **Sec. 404.64 of ULDC** (outdoor rec standards)
- **Sec. 402.113 of ULDC** (special exception criteria for approval)



# ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT STAFF REPORT

**Application Number: Z24-000010**

Staff Contact: Chris Dawson, Principal Planner or Ivy Bell, Senior Planner, (352) 374-5249

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**SUBJECT:** County-initiated text amendment to the Alachua County Comprehensive Plan Capital Improvements Element to update the capital improvements project schedules for Multimodal Transportation, Recreation, and Public School Facilities.

**APPLICANT/AGENT:** Alachua County Board of County Commissioners

**CHRONOLOGY:** Local Planning Agency Hearing: 11/20/2024  
County Commission Transmittal Hearing: TBD  
County Commission Adoption Hearing: TBD

**STAFF RECOMMENDATION:** Approve transmittal to the State Land Planning Agency and other agencies for expedited state review pursuant to Section 163.3184, Florida Statutes.

**LPA RECOMMENDATION:**

**BoCC ACTION (transmittal):**

**BoCC ACTION (adoption):**

**Staff Report Exhibits:** [Exhibit 1 – Proposed amendments to the Alachua County Comprehensive Plan](#)

[Exhibit 2 – Reference Documents Included as Part of Data and Analysis](#)

## **INTRODUCTION**

Application Z24-000010 is a proposed amendment to the Alachua County Comprehensive Plan Capital Improvements Element to update the capital improvement project schedules for Multimodal Transportation, Recreation, and Public School Facilities. The proposed changes to the Comprehensive Plan are shown in strike-through and underline format in [Exhibit 1 of this report](#).

## **EXECUTIVE SUMMARY AND BACKGROUND**

The proposed amendment to the Comprehensive Plan updates the currently adopted schedules of capital improvement projects for multimodal transportation facilities, recreation facilities, and public school facilities in the Capital Improvements Element in order to be consistent with adopted County budget documents and other adopted plans and ordinances, and to meet statutory requirements.

The multi-modal transportation capital improvement project schedules will be updated to be consistent with the projects and cost estimates used in the County's Mobility Fee study adopted in November, 2023. The recreation facilities capital improvement project schedule will be updated based on the Capital Improvements Program that was adopted as part of the Alachua County budget in September 2024 and the recently completed Parks and Open Space Master Plan (Recreation Master Plan). The public school facilities capital improvement project schedule will be updated based on the capacity projects identified in the School Board of Alachua County's Five-Year District Facilities Work Plan dated January 16, 2024.

Florida Statutes Section 163,3177 (3)(a) requires that local government comprehensive plans must contain a Capital Improvements Element which considers the need for and the location of public facilities in order to encourage the efficient use of such facilities. The Element must include a schedule of capital improvements which includes publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government does not have fiscal responsibility. The schedule must include projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for at least a 5-year period. The capital improvements schedule must include an estimate of public facility costs, a delineation of when facilities will be needed, the general location of the facilities, and the projected revenue sources to fund the facilities. The statute requires that the capital improvements element should be reviewed and updated if necessary by the local government on an annual basis.

## **DESCRIPTION AND ANALYSIS OF PROPOSED AMENDMENT**

### **Multi-modal Transportation Capital Improvement Projects**

Updates to the Capital Improvements Update Multi-modal Transportation Project Tables are, generally, limited to the projects identified in the County Mobility Fee Study, and the cost estimates that underlie those projects. The County rescinded Transportation Concurrency during the last Evaluation and Appraisal of the Comprehensive Plan, so no changes to level of service are required to implement these changes (Capital

Improvements Element Policy 1.2.5(e)). All new development in the unincorporated area mitigates its impact on the County’s transportation system through payment of the adopted Mobility Fee.

The County adopted Mobility Fee is based on projects including new roadway construction, transit capital (busses and shelters), bicycle infrastructure, pedestrian facilities and implementation projects. The projects included in the tables are grouped by Mobility District: Northwest, Southwest and East. The tables included in the Capital Improvements Element, likewise, are categorized by project type and district. In addition, as included in the Mobility Fee study, a new table is proposed (**Table 1e**) that include implementation projects that may be locate within any of the Mobility Districts. These implementation projects are necessary to ensure the proper functioning of the system as a whole and are intended to be opportunistic in implementation.

### Recreation Capital Improvement Projects

The Recreation Element of the Alachua County Comprehensive Plan generally addresses planning, programming, and funding for the County’s recreation facility needs. Policy 1.1.2 requires the County to maintain the following level of service standards for recreation facilities in unincorporated Alachua County:

- (1) 0.5 acres of improved activity-based recreation sites per 1000 persons in the unincorporated area
- (2) 5.0 acres of improved resource-based recreation sites per 1000 persons in the unincorporated area

“Activity-based” is defined as sites that provide recreation which is user-oriented, independent of location or the natural environment. Examples of Activity Based parks include Veterans Park, Jonesville Park, and Copeland Park. “Resource-Based” is defined as recreational activities that are essentially dependent upon the natural, scenic, or historic resources of the area, provided the associated activities do not have significant adverse impacts on the ecological integrity or ecological or historical values of the resources in these areas. Examples of resource-based parks include Poe Springs Park, various boat ramp parks, and the developed portions of Alachua County Forever conservation lands. Alachua County is currently meeting or exceeding its level of service standards for both Activity Based and Resource Based recreation for the unincorporated area.

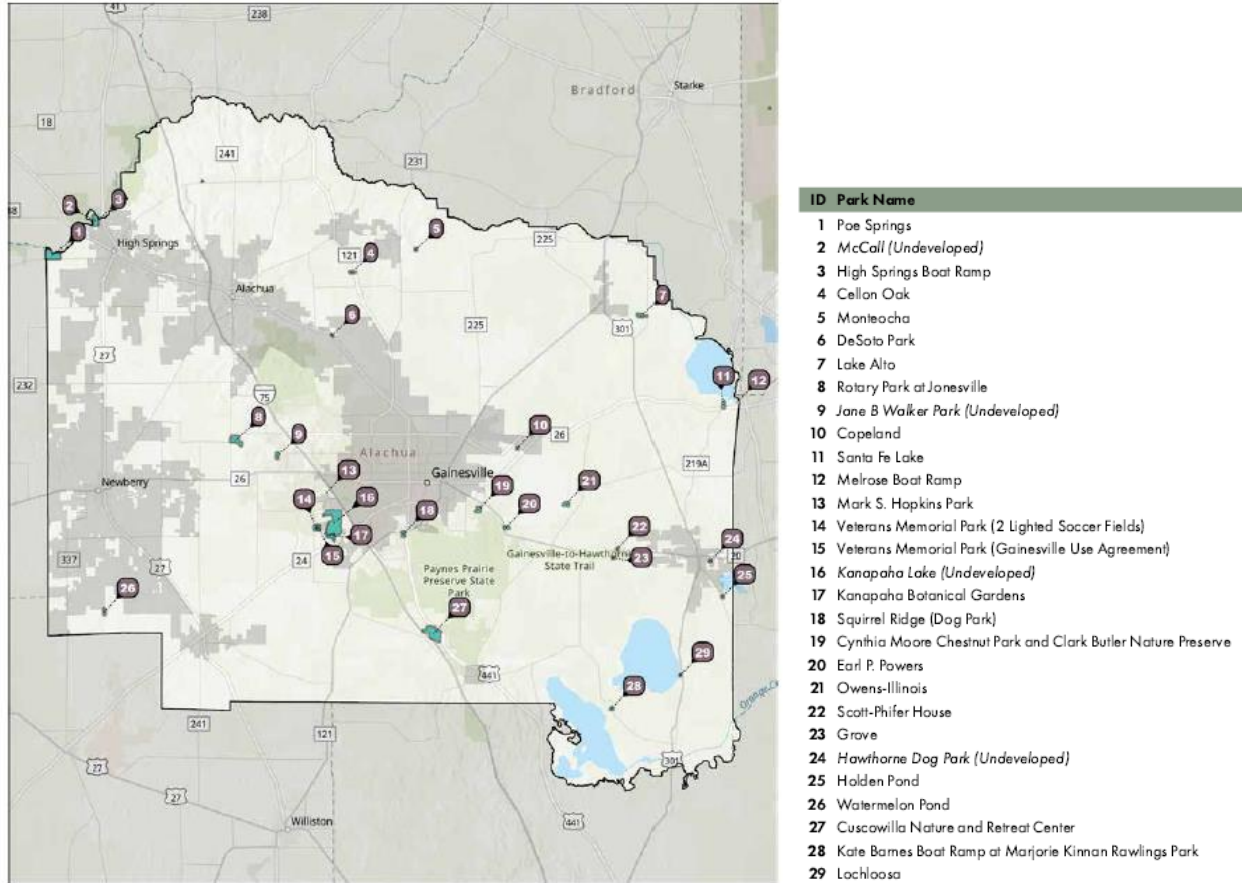
It is noted that the County recently completed a [Parks and Open Space Master Plan](#) in 2023 which analyzes the existing parks system and includes recommendations for future park system needs and planning for the unincorporated County. The Master Plan serves as a guide for current and future recreation capital project planning, and is incorporated herein by reference as part of the data and analysis for this amendment.

The currently adopted schedule of capital improvement projects for recreation facilities in the Comprehensive Plan is out of date and does not reflect the projects identified in the County’s currently adopted budget. The project schedule needs to be updated to be consistent with the most recent Capital Improvements Program that was adopted as part of the County’s FY 2025 budget. The proposed amendment would delete the currently adopted capital improvement project schedules for Activity Based and Resource Based Recreation in Table 3 of the Capital Improvements Element and replace them with the



5-year schedule of recreation capital projects contained in the County’s FY 2025 budget that was adopted in September 2024. The proposed updates to the schedule of capital improvement projects will ensure that the County continues to meet its level of service standards for recreation for at least the next 5 years.

**MAP OF ALL ALACHUA COUNTY PARKS**



Source: [Alachua County Parks and Open Space Master Plan, 2023](#)

**Public School Capital Improvement Projects**

The Alachua County Comprehensive Plan Public School Facilities Element provides for coordination between Alachua County and the School Board of Alachua County in planning for public school capacity needs to accommodate projected enrollment demand. The Element recognizes that the School Board has a statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and that Alachua County has authority over land use matters, including authority to approve or deny applications for land use and zoning changes, and development plans. The Element contains various substantive and procedural policies which provide a framework for coordination of land use decisions with school capacity planning.

Objective 2.6 of the Public School Facilities Element provides that:

*Each year, the County shall adopt (which adoption may be through incorporation by reference) in its Capital Improvements Element, the SBAC's annually updated 5-Year District Facilities Work Program.*

Policy 2.6.1 of the Public School Facilities Element further provides that the School Board of Alachua County shall annually update and amend its Five-Year District Facilities Work Plan for schools to add a new fifth year. The SBAC Five-Year District Facilities Work Program contains a schedule of capacity projects which ensures that the level of service standards for public schools are achieved and maintained within the period covered by the five-year schedule.

The Alachua County Comprehensive Plan Capital Improvements Element currently contains an outdated version of the School Board's schedule of capacity projects which needs to be updated. The most recent School Board Five-Year District Facilities Workplan is from January 16, 2024, and it contains a schedule of public school capacity projects covering the years 2023 to 2028. The schedule identifies one capacity project in fiscal years 2024-2028 for Littlewood Elementary School. According to the School Board's Workplan, this project, which is identified for fiscal years 2024 and 2025, has a total cost of just over \$38 million and would include 49 new or renovated classrooms and 750 student stations.

This proposed amendment to the County's Comprehensive Plan would replace the outdated schedule of public school capacity projects that is currently contained in the Capital Improvements Element with the most recent version of the schedule as contained in the January 16, 2024 School Board Workplan. Alachua County does not have an obligation or responsibility for funding the Five-Year District Facilities Work Program by adopting the SBAC's Five-Year District Facilities Work Program into the Capital Improvements Element.

### **COMPREHENSIVE PLAN CONSISTENCY**

The proposed Comprehensive Plan amendment is internally consistent with the Alachua County Comprehensive Plan as adopted, and specifically the following provisions.

#### Future Land Use Element

***Policy 7.1.13.*** *The County shall prepare and annually update a 5 year Capital Improvement Programs in accordance with the Capital Improvements Element of this Plan.*

The proposed amendment updates the 5-year schedules of capital improvement projects for recreation and public schools, and the 2040 schedule of transportation capital improvement projects, as called for in Policy 7.1.3.

#### Transportation Mobility Element

***Policy 1.1.3*** *The intent of Urban Transportation Mobility Districts are:*

*(a) To provide for mobility within urban areas through the development of an interconnected network of:*

*(1) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).*

*(2) Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.*

*(3) Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.*

The proposed Tables include projects that meet all the categories identified in Policy 1.1.3. The projects identified will create a network of streets, transit and other multi-modal facilities to provide access throughout Alachua County.

### Capital Improvements Element

#### **GOAL**

*Provide and maintain, in a timely and efficient manner, adequate public facilities for both existing and future populations, consistent with available financial resources.*

**OBJECTIVE 1.1.** *Coordinate the timing and location of capital improvement projects with improvement projects of other agencies and jurisdictions and ensure that the Capital Improvements Element (CIE) is consistent with other elements of the Comprehensive Plan.*

The public school capital improvement project schedule update has been coordinated with the School Board of Alachua County and is based on the projects listed in the School Board's 5-Year District Facilities Work Plan. The recreation capital improvement project schedule update is based on maintaining the adopted levels of service standards for recreation facilities as identified in the Recreation Element, and on the County's 2023 Parks and Open Space Master Plan (Recreation Master Plan). The updated transportation capital improvement projects are based on maintaining the adopted level of service guidelines for motor vehicle, pedestrian, bicycle, and transit as identified in the Transportation Mobility Element. The transportation project updates are based on recent updates to the County's mobility fee study. The updates proactively address projected transportation needs from new development and redevelopment within the Urban Cluster through 2040.

**Policy 1.1.5.** *Alachua County shall annually adopt and implement a financially feasible Capital Improvements Program which identifies and coordinates the timing of capital projects needed to maintain the adopted levels of service identified in the Comprehensive Plan.*

The County adopted a financially feasible capital improvements program as part of its annual budget in September 2024. The budget CIP identifies capital projects needed to maintain adopted levels of service standards and guidelines in the Comprehensive Plan.

## Recreation Element

**Policy 1.1.5.** *The County shall adopt a five year Capital Improvement Program as part of its Capital Improvement Element that shall be coordinated with the Recreation and Future Land Use Elements and based on the availability of funds to provide the necessary facility improvements to maintain, at a minimum, the level of service identified in Policy 1.1.2.*

The recreation capital improvement project schedule update is based on maintaining the adopted levels of service standards for recreation facilities as identified in the Recreation Element and on the County's 2023 Parks and Open Space Master Plan (Recreation Master Plan).

**Policy 1.1.10.** *The Recreation Master Plan shall be used to update comprehensive plan policies and level of service standards, the Capital Improvements Plan, land development regulations and park/recreation impact fees.*

The County's 2023 Parks and Open Space Master Plan (Recreation Master Plan) is a basis for the proposed updates to the recreation capital improvement projects schedule. Both the Master Plan and the proposed recreation capital improvement project schedule update are based on maintaining the adopted levels of service standards for recreation facilities as identified in the Recreation Element.

## Public School Facilities Element

### **Objective 2.6 - SBAC FIVE-YEAR DISTRICT FACILITIES WORK PROGRAM**

*Each year, the County shall adopt (which adoption may be through incorporation by reference) in its Capital Improvements Element, the SBAC's annually updated 5-Year District Facilities Work Program.*

The proposed amendment to the Capital Improvement Element updates the public school facilities 5-year schedule of capital improvement projects based on the School Board of Alachua County's most recent 5-Year District Facilities Work Plan dated January 16, 2024.

**Policy 2.6.1 - Development, Adoption and Amendment of the SBAC 5-Year District Facilities Work Program.**

*The SBAC shall annually update and amend the Five-Year District Facilities Work Program to reflect the (LOS) standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The Five-Year District Facilities Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule. The Five-Year District Facilities Work Program shall also address the correction of existing facility deficiencies and facilities needed to meet future needs. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent 5-year schedule of capital improvements necessary to address existing deficiencies and meet future needs based upon achieving and maintaining the adopted level of service standards. The County shall have neither obligation nor responsibility for funding the Five-Year District Facilities Work Program by adopting the SBAC's Five-Year District Facilities Work Program into the Capital Improvements Element.*

The School Board of Alachua County completed its updated 5-Year District Facilities Work Plan in January of 2024. The proposed amendment to the Capital Improvement Element updates the public school facilities 5-year schedule of capital improvement projects based on the School Board's Work Plan.

### **EFFECT OF AMENDMENT ON AFFORDABLE HOUSING**

The proposed Comprehensive Plan amendment is not expected to have an effect on the provision of affordable housing in Alachua County, as it does not relate to housing. The amendment satisfies a State of Florida statutory requirement for local governments to annually review and, if necessary, update capital improvement projects that are identified in the Comprehensive Plan.

### **STAFF RECOMMENDATION**

**Staff recommends transmittal** of proposed Comprehensive Plan amendment Z24-000010 to the State Land Planning Agency and other agencies for review and comment pursuant to Section 163.3184, Florida Statutes based on the following:

1. The proposed amendment is consistent with Florida Statutes Section 163,3177 (3)(a), which requires that local government comprehensive plans must contain a Capital Improvements Element which considers the need for and the location of public facilities in order to encourage the efficient use of such facilities. The Element must include a schedule of capital improvement projects which must be reviewed annually and updated if necessary. The proposed amendment is intended to satisfy this statutory obligation.
2. The proposed amendment is internally consistent with the Alachua County Comprehensive Plan, and specifically with the following provisions:

***Policy 7.1.13, Future Land Use Element.*** *The County shall prepare and annually update a 5 year Capital Improvement Programs in accordance with the Capital Improvements Element of this Plan.*

***Policy 1.1.3 , Transportation Mobility Element.*** *The intent of Urban Transportation Mobility Districts are:*

*(a) To provide for mobility within urban areas through the development of an interconnected network of:*

*(1) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).*

*(2) Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.*

*(3) Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.*

**OBJECTIVE 1.1, Capital Improvements Element.** *Coordinate the timing and location of capital improvement projects with improvement projects of other agencies and jurisdictions and ensure that the Capital Improvements Element (CIE) is consistent with other elements of the Comprehensive Plan.*

**Policy 1.1.5, Capital Improvements Element.** *Alachua County shall annually adopt and implement a financially feasible Capital Improvements Program which identifies and coordinates the timing of capital projects needed to maintain the adopted levels of service identified in the Comprehensive Plan.*

**Policy 1.1.5, Recreation Element.** *The County shall adopt a five year Capital Improvement Program as part of its Capital Improvement Element that shall be coordinated with the Recreation and Future Land Use Elements and based on the availability of funds to provide the necessary facility improvements to maintain, at a minimum, the level of service identified in Policy 1.1.2.*

**Policy 1.1.10, Recreation Element.** *The Recreation Master Plan shall be used to update comprehensive plan policies and level of service standards, the Capital Improvements Plan, land development regulations and park/recreation impact fees.*

**Objective 2.6, Public School Facilities Element.** *Each year, the County shall adopt (which adoption may be through incorporation by reference) in its Capital Improvements Element, the SBAC's annually updated 5-Year District Facilities Work Program.*

**Policy 2.6.1, Public School Facilities Element.** *The SBAC shall annually update and amend the Five-Year District Facilities Work Program to reflect the (LOS) standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The Five-Year District Facilities Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule. The Five-Year District Facilities Work Program shall also address the correction of existing facility deficiencies and facilities needed to meet future needs. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent 5-year schedule of capital improvements necessary to address existing deficiencies and meet future needs based upon achieving and maintaining the adopted level of service standards. The County shall have neither obligation nor responsibility for funding the Five-Year District Facilities Work Program by adopting the SBAC's Five-Year District Facilities Work Program into the Capital Improvements Element.*

**Exhibit 1 – Proposed Text Amendment to Alachua County Comprehensive Plan**

Underlined text is proposed to be added, ~~Struck through text~~ is proposed for deletion  
 Regular text is adopted language

**CAPITAL IMPROVEMENTS ELEMENT**

**Table 1a. ~~Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Roadways and Dedicated Transit Lanes~~**

<u>Project Name- Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Mobility District</u>	<u>Funding Source</u>	<u>FY 2020-2024</u>	<u>FY 2025-2029</u>	<u>FY 2030-2039</u>
<del>Ft. Clarke Blvd from Newberry Road to NW 23rd Ave</del>	2-Dedicated Transit Lanes	0.5	NW	(2)	\$660,940		
<del>NW 23rd Avenue from NW 59th Terrace to NW 83rd</del>	Widen to 3 lane complete street	1.4	NW	(1)	\$6,984,641		
<del>NW 23rd Avenue from NW 83rd to Ft. Clarke</del>	Widen to 4 lanes, including bridge over I 75 + Transit Pre-emption Provisions	0.5	NW	(1)		\$17,000,000	
<del>NW 23rd Avenue from Ft. Clarke to NW 98th St</del>	Widen to 4 lanes	0.4	NW	(1)		\$2,260,433	
<del>NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension</del>	New Construction, 2-lanes	1.3	NW	(1)			\$3,292,126
<del>NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)</del>	New Construction, 2-lanes	1.5	NW	(1)			\$3,798,607
<del>NW 83rd Street from NW 39th Ave to NW 23rd St</del>	2-Dedicated Transit Lanes	1	NW	(2)	\$2,532,400		
<del>NW 83rd Street from NW 39th Ave to NW 46th Avenue</del>	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)	\$3,426,330		

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
<b>NW 83rd Street Ext</b> from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(2)		\$1,899,300	
<b>NW 46th Avenue</b> from NW 83rd St Ext to NW 91st Ext	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)		\$3,426,330	
<b>NW 46th Avenue</b> from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.9	NW	(2)		\$15,000,000	
<b>NW 46th Avenue</b> from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	NW	(1)		\$3,245,584	
<b>NW 91st St Extension</b> from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
<b>NW 98th Street Extension</b> from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
<b>Newberry Road (SR 26)</b> from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	NW	(1), (3)		\$5,410,454	
<b>Newberry Road (SR 26)</b> from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	NW	(1), (3)		\$4,366,610	
<b>NW 115th St</b> from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1)		\$1,500,000	
<b>NW 122nd St / 115th St</b> from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	NW	(1)			\$12,000,000
<b>SW 122nd St</b> from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1	NW	(1)		\$2,000,000	
<b>Total Projected Cost - NW District</b>					\$9,517,041	\$60,391,631	\$19,090,733



Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
<del>SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave</del>	<del>Widen, 4 lanes with bridge over I-75</del>	<del>0.5</del>	<del>SW</del>	<del>(1), (3)</del>	<del>\$14,000,000</del>		
<del>SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St</del>	<del>New Construction, 2-lane road</del>	<del>0.3</del>	<del>SW</del>	<del>(2)</del>	<del>\$759,720</del>		
<del>Archer Road from SW 75th St to SW 45th St</del>	<del>Dedicated Transit Lane + signal upgrade</del>	<del>2</del>	<del>SW</del>	<del>(1), (3)</del>		<del>\$4,175,380</del>	
<del>Archer Road from SW 75th Terr to SW 91st St</del>	<del>Widen, 4 lanes + Dedicated Transit Lane</del>	<del>1.25</del>	<del>SW</del>	<del>(1), (3)</del>		<del>\$6,723,960</del>	
<del>New Road South and Parallel to Archer Road SW 63rd to Archer Road</del>	<del>New Construction, 2-lanes</del>	<del>1.5</del>	<del>SW</del>	<del>(1), (2)</del>		<del>\$4,611,930</del>	
<del>SW 57th Road from SW 75th to SW 63rd</del>	<del>New Construction, 2-lanes</del>	<del>1.4</del>	<del>SW</del>	<del>(1), (2)</del>			<del>\$4,304,470</del>
<del>SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road</del>	<del>New Construction, 2-lanes</del>	<del>1.9</del>	<del>SW</del>	<del>(1), (2)</del>			<del>\$10,885,230</del>
<del>SW 91st St from SW 46th to Archer Road</del>	<del>Dedicated Transit Lane</del>	<del>1</del>	<del>SW</del>	<del>(1)</del>			<del>\$2,087,690</del>
<del>SW 122nd St from SW 8th Ave to SW 37th Ave</del>	<del>Dedicated Transit Lane</del>	<del>1.75</del>	<del>SW</del>	<del>(1)</del>		<del>\$3,250,000</del>	
<b>Total Projected Cost – SW-District</b>					<b>\$14,000,000</b>	<b>\$18,761,270</b>	<b>\$17,277,390</b>
<del>Hawthorne Road from SE 27th to SE 43rd</del>	<del>Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)</del>	<del>1.1</del>	<del>E</del>	<del>(1), (3)</del>		<del>\$1,454,066</del>	
<b>Total Projected Cost – E District</b>						<b>\$1,454,066</b>	

*Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources*

**Table 1a. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Roadways and Dedicated Transit Lanes**

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
<b>NW District</b>						
Ft. Clarke Blvd from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.5	(2)	\$688,629		\$688,629
NW 23rd Avenue from NW 59th Terrace to NW 83rd	Widen to 3 lane complete street	1.4	(1)	\$6,984,641		\$6,984,641
NW 23rd Avenue from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions	0.5	(1)	\$35,000,000		\$35,000,000
NW 23rd Avenue from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.4	(1)	\$3,904,116		\$3,904,116
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.3	(1)		\$5,367,388	\$5,367,388
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.5	(1)		\$6,193,140	\$6,193,140
NW 83rd Street from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1.0	(2)	\$1,377,258		\$1,377,258
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.4	(2)	\$2,140,510		\$2,140,510
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	(2)	\$1,616,793		\$1,616,793
NW 46th Avenue from NW 83rd St Ext to NW 91st Ext	New roadway + 2 Dedicated Transit Lanes	0.4	(2)	\$2,140,510		\$2,140,510
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.9	(2)	\$25,000,000		\$25,000,000
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	(1)	\$3,177,557		\$3,177,557
NW 91st St Extension from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	(2)	\$1,581,001		\$1,581,001
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	(2)	\$1,581,001		\$1,581,001
Newberry Road (SR 26) from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	(1), (3)	\$6,898,565		\$6,898,565

Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	(1), (3)	\$5,461,364		\$5,461,364
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	(1)	\$2,194,606		\$2,194,606
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	(1)		\$12,180,634	\$12,180,634
<b>Total Projected Cost – Northwest District</b>		<b>17.00</b>		<b>\$99,746,550</b>	<b>\$23,741,162</b>	<b>\$123,487,713</b>
<b>SW District</b>						
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.5	(1), (3)	\$35,000,000		\$35,000,000
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.3	(2)	\$646,717		\$646,717
Archer Road (SR 24) from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2.0	(1), (3)	\$5,748,804		\$5,748,804
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.31	(1), (3)	\$18,411,666		\$18,411,666
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Widen, 4 lanes	2.56	(1), (3)		\$35,980,050	\$35,980,050
New Road South and Parallel to Archer Road SW 63rd to Archer Road	New Construction, 2 lanes	1.5	(1), (2)		\$5,430,830	\$5,430,830
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.4	(1), (2)		\$5,068,774	\$5,068,774
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.9	(1), (2)		\$6,879,051	\$6,879,051
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1.0	(1)		\$1,167,168	\$1,167,168
SW 122nd St from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1.0	(1)	\$1,167,168		\$1,167,168
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit Lane	1.75	(1)	\$2,042,544		\$2,042,544
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Widen, 4 lanes + traffic signal at SW 41st Blvd	0.59	(1), (3)	\$8,792,277		\$8,792,277
<b>Total Projected Cost – Southwest District</b>		<b>15.81</b>		<b>\$71,809,177</b>	<b>\$54,525,872</b>	<b>\$126,335,049</b>
<b>E District</b>						
Hawthorne Road from SE 24th to SE 43rd	Dedicated Transit Lanes	1.50	(1), (3)	\$4,311,603		\$4,311,603

Total Projected Cost – East District	1.50		\$4,311,603		\$4,311,603
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SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources). Dollar figures are Planning Level Cost Estimates

**Table 1b. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Bicycle and Pedestrian Facilities**

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
<del>W. University Ave</del> from SW 75th St to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (3)	\$230,000		
<del>NW 143rd St (CR 241)</del> from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	NW	(1), (2), (3)	\$600,000		
<del>NW 76th Dr</del> from Tower Road to Tower Road	6 ft. Sidewalk	0.4	NW	(2)	\$225,000		
<del>NW 75th Dr</del> from NW 76th Dr to W University Ave	6 ft. Sidewalk	0.2	NW	(2)	\$110,000		
<del>NW 76th Blvd</del> from W University Ave to Skate Station	6 ft. Sidewalk	0.3	NW	(2)	\$280,000		
<del>Millhopper Greenway</del> from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	NW	(1), (3)		\$1,125,000	
<del>CR 235A</del> from end of existing sidewalk to NW 177th Ave	Sidewalk	0.4	NW	(2)		\$175,000	
<del>SW 122nd St</del> from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1	NW	(1), (2)		\$750,000	
<del>NW 39th Ave</del> from NW 143rd St to I-75	Multiuse off-road facility	3	NW	(1), (2), (3)			\$1,725,000
<b>Total Projected Cost – NW District</b>	-	-	-	-	\$1,445,000	\$2,050,000	\$1,725,000
<del>SW 24th Ave</del> from SW 87th to SW 77th St	Multiuse off-road facility	0.5	SW	(1)	\$275,000		

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
<del>Archer Road</del> from SW 76 <sup>th</sup> Ter to SW 45 <sup>th</sup> St	Multiuse off-road facility	2.25	SW	(3)	\$1,700,000		
<del>Archer Braid</del> from Tower Road to Lake Kanapaha	Multiuse off-road facility	1	SW	(1), (2), (3)	\$300,000		
<del>SW 122nd St</del> from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2	SW	(2)	Developer funded		
<del>SW 75th St</del> from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.6	SW	(1)		\$850,000	
<del>SW 20th/24th Ave</del> from Tower Road to I-75	Multiuse off-road facility	1.5	SW	(1)		\$180,000	
<del>SW 122nd St</del> from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1	SW	(1), (2)		\$750,000	
<del>SW 91st St</del> from SW 46 <sup>th</sup> Blvd to SW 8th Ave	Multiuse off-road facility	3	SW	(1)			\$2,250,000
<del>SW 136<sup>th</sup> St</del> from W Newberry Rd to SW 6 <sup>th</sup> Rd	6 ft. Sidewalk	0.5	SW	(1)			\$220,000
<b>Total Projected Cost- SW District</b>					\$2,275,000	\$1,780,000	\$2,470,000
<del>SE 27<sup>th</sup> St</del> from SE 28 <sup>th</sup> Dr to SE 29 <sup>th</sup> Pl	6 ft. sidewalk	1.2	E	(1)	\$540,000		
<del>NE 27th Ave</del> from SR 222 to SR 26	Multiuse off-road facility	2.7	E	(1)		\$2,025,000	
<del>Kincaid Loop Connector</del> from SE 15th to Hawthorne Road	Multiuse off-road facility	3.1	E	(1)		\$2,325,000	
<del>NE 39<sup>th</sup> Ave</del> from Airport Entrance to NE 52 <sup>nd</sup> St	6ft. Sidewalk	1	E	(1), (3)			\$450,000

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
<b>Total Projected Cost— E-District</b>					\$540,000	\$4,350,000	\$450,000

*Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources*

**Table 1b. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Roadways and Dedicated Transit Lanes**

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
<b>NW District (Multimodal)</b>						
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.50	(1), (2), (3)	\$191,964		\$191,964
Newberry Rd (SR 26) from NW 143rd St to NW 170th St	Multiuse off-road facility	1.65	(1), (3)		\$1,013,569	\$1,013,569
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.50	(1), (2), (3)	\$670,557		\$670,557
NW 143rd St (CR 241) from NW 39th Ave to NW 69th Ave	Multiuse off-road facility	2.00	(1), (3)		\$894,076	\$894,076
NW 76th Dr from Tower Road to Tower Road	6 ft. Sidewalk	0.40	(2)	\$184,286		\$184,286
NW 75th Dr from NW 76th Dr to W University Ave	6 ft. Sidewalk	0.20	(2)	\$92,143		\$92,143
NW 76th Blvd from W University Ave to Skate Station	6 ft. Sidewalk	0.30	(2)	\$138,214		\$138,214
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.50	(1), (3)	\$1,005,837		\$1,005,837
CR 235A from end of existing sidewalk to NW 177th Ave	Sidewalk	0.40	(2)	\$153,571		\$153,571
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1.00	(1), (2)	\$670,558		\$670,558
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.00	(1), (2), (3)		\$1,341,114	\$1,341,114
<b>Total Projected Cost – NW District</b>		<b>12.45</b>	<b>--</b>	<b>\$3,107,130</b>	<b>\$3,248,759</b>	<b>\$6,355,888</b>
<b>SW District (Multimodal)</b>						
SW 24th Ave from SW 87th to SW 77th St	Multiuse off-road facility	0.50	(1)	\$223,519		\$223,519
Archer Road from SW 76th Ter to SW 45th St	Multiuse off-road facility	2.25	(3)	\$1,508,756		\$1,508,756
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1.00	(1), (2), (3)	\$670,558		\$670,558
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Buffered Bike Lanes	1.31	(1), (3)	\$1,019,327		\$1,019,327
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Sidewalk on north side of ROW + Buffered Bike Lanes	2.56	(1), (3)		\$2,974,822	\$2,974,822

Project Name-Location	Project Description	Project Length	Funding Source	FY 2023-2030	FY2031-2040	Total
Archer Road (SR 24) from SW 122nd Street to US HWY 41	Sidewalk on north side of ROW + Buffered Bike Lanes	3.49	(1), (3)		\$4,055,520	\$4,055,520
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2.00	(2)	Developer funded		
SW 75th St from SW 75th Way to SW 73rd Way	Multiuse off-road facility	1.10	(1), (3)		\$491,742	\$491,742
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.60	(1)	\$715,261		\$715,261
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.50	(1)	\$670,557		\$670,557
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1.00	(1), (2)	\$447,038		\$447,038
SW 122nd St from Archer Road to SW 24th Ave	Multiuse off-road facility	1.00	(1), (2)	\$447,038		\$447,038
SW 91st St from SW 46th Blvd to SW 8th Ave	Multiuse off-road facility	3.00	(1)		\$2,011,674	\$2,011,674
SW 136th St from W Newberry Rd to SW 6th Rd	6 ft. Sidewalk	0.50	(1)		\$230,357	\$230,357
Williston Road (SR 121) from SW 34th Street to Interstate 75	Multi-Use off-road facility	0.18	(1), (3)	\$110,571		\$110,571
Williston Road (SR 121) from Interstate 75 to SW 41st Blvd	Multi-Use off-road facility	0.18	(1), (3)	\$110,571		\$110,571
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Multi-Use off-road facility on both sides of ROW & Buffered Bike Lanes	0.59	(1), (3)	\$1,118,468		\$1,118,468
Williston Road (SR 121) from SW 62nd Blvd to SW 85th Ave	Multi-Use off-road facility	1.53	(1), (3)		\$683,968	\$683,968
Total Projected Cost – SW District		25.29	--	\$7,041,663	\$10,448,083	\$17,489,746
<b>EAST District (Multimodal)</b>						
CR 219A from SR 26 to US Hwy 301	Multiuse off-road facility	6.50	(1), (3)		\$4,358,627	\$4,358,627
CR 234 from SR 26 to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	7.11	(1), (3)	\$3,178,440		\$3,178,440
CR 234 from Gainesville Hawthorne Trail to US Hwy 441	Multiuse off-road facility	8.10	(1), (3)		\$3,621,008	\$3,621,008
SE 27th St from SE 28th Dr to SE 29th Pl	6 ft. sidewalk	1.20	(1), (3)	\$552,857		\$552,857



Project Name-Location	Project Description	Project Length	Funding Source	FY 2023-2030	FY2031-2040	Total
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.70	(1), (3)	\$1,810,507		\$1,810,507
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	3.10	(1), (3)	\$2,078,730		\$2,078,730
NE 39th Ave from Airport Entrance to NE 52nd St	6ft. Sidewalk	1.00	(1), (3)		\$460,714	\$460,714
SE Hawthorne Rd (SR 20) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.48	(1), (3)	\$661,616		\$661,616
SE Hawthorne Rd (SR 20) from SE 43rd Street to Lakeshore Dr (CR 329 B)	Multiuse off-road facility	1.00	(1), (3)	\$447,038		\$447,038
SR 26 from NE 255th Drive to CR 219A	Multiuse off-road facility or Evaluate further in Trails Master Plan	0.84	(1), (3)		\$563,269	\$563,269
SR 26 from CR 219A to US Hwy 301	Multiuse off-road facility or Evaluate further in Trails Master Plan	4.50	(1), (3)		\$2,514,591	\$2,514,591
SR 26 from US Hwy 301 to CR 234	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.82	(1), (3)		\$1,575,810	\$1,575,810
University Ave (SR 26) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.26	(1), (3)	\$563,268		\$563,268
University Ave (SR 26) from SE 43rd Street to E. University Ave	Multiuse off-road facility	0.73	(1), (3)	\$326,338		\$326,338
US Hwy 301 Corridor from CR 219A to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.74	(1), (3)		\$1,837,329	\$1,837,329
Waldo Road (SR 24) from NE 39th Ave to SW 3rd Street	Multiuse off-road facility or Evaluate further in Trails Master Plan	9.00	(1), (3)		\$6,035,022	\$6,035,022
Total Projected Cost – E District		54.08	--	\$9,618,793	\$20,966,370	\$30,585,163
SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources						

**Table 1c. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Express Transit and Capital**

Project Name-Location	Project Description	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY2030-2039
Jonesville Express	Express Transit Service from Jonesville to UF		(1), (2), (3)	\$762,615	\$1,271,025	\$2,542,050

Project Name- Location	Project Description	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY2030-2039
Jonesville Activity Center Park & Ride	Park & Ride	NW	{1}, {2}, {3}	\$360,000	-	-
NW 122nd Park & Ride	Park & Ride	NW	{1}, {2}, {3}	-	\$210,000	-
NW 98th Area Park & Ride	Park & Ride	NW	{1}, {2}, {3}	-	\$210,000	-
Ft. Clarke / I-75 Park & Ride	Park & Ride	NW	{1}, {2}, {3}	\$450,000	-	-
Spring Hills Activity Center Park & Ride	Park & Ride	NW	{2}	-	Projected Developer Constructed	-
Santa Fe Park & Ride	Park & Ride	NW	{2}	-	Projected Developer Constructed	-
Santa Fe College Park & Ride	Park & Ride	NW	{2}	-	College Funded	-
Northwest Express Transit Vehicles	Buses	NW	{1}, {2}, {3}	\$2,700,000	\$1,400,000	\$1,500,000
<b>Total Projected Cost – NW District</b>				<b>\$1,572,615</b>	<b>\$3,091,025</b>	<b>\$2,542,050</b>
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	SW	{1}, {2}, {3}	\$381,308	\$635,513	\$1,271,025
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	SW	{1}, {2}, {3}	\$762,615	\$1,271,025	\$2,542,050
Veterans Park, Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$180,000	-	-
Tower / Archer Activity Center Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$360,000	-	-
I-75 Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$450,000	-
SW 62nd Area Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$210,000	-
SW 91st Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$450,000	-
Haile Plantation Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$180,000	-	-
Southwest Express	Buses	SW	{1}, {2}, {3}	\$2,700,000	\$1,400,000	\$1,500,000

<b>Project Name- Location</b>	<b>Project Description</b>	<b>Mobility District</b>	<b>Funding Source</b>	<b>FY 2020- 2024</b>	<b>FY 2025- 2029</b>	<b>FY2030- 2039</b>
Transit Vehicles						
<b>Total Projected Cost – SW District</b>				\$4,563,923	\$4,416,538	\$5,313,075
Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	E	{1}, {2}, {3}	\$488,073	\$813,455	\$1,626,910
Eastside Park & Ride	Park & Ride	E	{1}, {2}, {3}		\$360,000	
East Express Transit Vehicles	Buses	E	{1}, {2}, {3}	\$1,200,000	\$600,000	\$650,000
<b>Total Projected Cost – E District</b>				\$1,688,073	\$1,773,455	\$2,276,910

*Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources*

**Table 1c. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Express Transit and Transit Capital**

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
<b>NW District (TRANSIT)</b>					
Jonesville Express	Express Transit Service from Jonesville to UF	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Jonesville Activity Center Park & Ride	Park & Ride	(1), (2), (3)	\$500,000		\$500,000
NW 122nd Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
NW 98th Area Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
Ft. Clarke / I-75 Park & Ride	Park & Ride	(1), (2), (3)	\$250,000		\$250,000
Spring Hills Activity Center Park & Ride	Park & Ride	(2)	Projected Developer Constructed		
Santa Fe Park & Ride	Park & Ride	(2)	Projected Developer Constructed		
Santa Fe College Park & Ride	Park & Ride	(2)	College Funded		
Northwest Express Transit Vehicles	Buses	(1), (2), (3)	\$1,000,000	\$2,000,000	\$3,000,000
<b>Total Projected Cost – NW District</b>			<b>\$5,091,156</b>	<b>\$7,023,080</b>	<b>\$12,114,236</b>
<b>SW District (TRANSIT)</b>					
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Veterans Park, Park & Ride	Park & Ride	(1), (2), (3)		\$250,000	\$250,000
Tower / Archer Activity Center Park & Ride	Park & Ride	(1), (2), (3)	\$375,000	\$250,000	\$625,000
I-75 Park & Ride	Park & Ride	(1), (2), (3)		\$25,000	\$25,000
SW 62nd Area Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
SW 91st Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
Haile Plantation Park & Ride	Park & Ride	(1), (2), (3)	\$375,000		\$375,000
Southwest Express Transit Vehicles	Buses	(1), (2), (3)	\$2,000,000	\$4,000,000	\$6,000,000
<b>Total Projected Cost – SW District</b>			<b>\$9,432,312</b>	<b>\$14,321,160</b>	<b>\$23,753,472</b>
<b>EAST District (TRANSIT)</b>					
Eastside Express Service	Express Transit Service from	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236

	<u>Eastside Activity Center to UF</u>				
<u>Eastside Park Park &amp; Ride</u>	<u>Park &amp; Ride</u>	<u>(1), (2), (3)</u>	<u>\$500,000</u>		<u>\$500,000</u>
<u>East Express Transit Vehicles</u>	<u>Buses</u>	<u>(1), (2), (3)</u>	<u>\$1,000,000</u>	<u>\$2,000,000</u>	<u>\$3,000,000</u>
<u>Total Projected Cost – E District</u>			<u>\$4,841,156</u>	<u>\$6,773,080</u>	<u>\$11,614,236</u>
<p><u>SOURCE: Transit Capacity for Northwest and Southwest based on hour headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of ten miles for a 17 year period (2000 x 10 = 20000; 2000 x 17 = 34,000). Transit Capacity for East based on 30 min headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of five miles for a 17 year period (800 x 10 = 8000; 8000 x 17 = 68,000). Cost data provided by Gainesville Regional Transit Service. Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources</u></p>					

**Table 1d:** ~~Reserved~~

**Table 1d. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Implementation Projects**

<u>Programs &amp; Projects</u>	<u>Initial Basis for PLC &amp; PMC</u>	<u>Planning Level Cost (PLC)</u>
<u>Implement Countywide Pedestrian / Bicycle / Trails Master Plan</u>	<u>45 Miles of Multiuse Facilities</u>	<u>\$20,116,710</u>
<u>Safe Routes to Schools</u>	<u>25 Miles of Sidewalks</u>	<u>\$13,821,420</u>
<u>High Visibility Crosswalks</u>	<u>25 High Visibility Crosswalks</u>	<u>\$1,500,000</u>
<u>Implement Safe Streets for All Plan &amp; Program</u>	<u>45 Miles of Traffic Calmed Streets</u>	<u>\$1,125,000</u>
<u>Intersection Capacity &amp; Safety Enhancements</u>	<u>30 Intersection Upgrades</u>	<u>\$15,000,000</u>
<u>Micromobility &amp; Microtransit Ordinances &amp; Programs</u>	<u>500 e-vehicles deployed</u>	<u>\$2,000,000</u>
<u>Multimodal Grants, Plans, Programs &amp; Studies</u>	<u>250,000 a year</u>	<u>\$4,250,000</u>
<u>Transit Stop Upgrades</u>	<u>75 Upgraded Transit Stops</u>	<u>\$937,500</u>
<u>Total</u>		<u>\$58,750,630</u>

**Table 1e: Transportation FY 2020-2029 – SantaFe Village TOD**

<b>Project</b>	<b>FY 2020-2024</b> <b>FY 2023-2030</b>	<b>FY 2025-2029</b>	<b>FY2030-2039</b> <b>FY 2031-2040</b>	<b>Funding Source</b>
SantaFe Village TOD Transit Operations	<del>\$750,000</del> <u>\$2,500,000</u>	<del>\$1,750,000</del>	\$3,500,000	Developer/CDD
SantaFe Village Transit Lanes from NW 39 <sup>th</sup> Avenue to NW 23 <sup>rd</sup> Avenue	\$2,532,500			Developer/CDD
SantaFe Village Dedicated Transit Lanes north From NW 39 <sup>th</sup> Avenue through to NW 91 <sup>st</sup> Street	\$3,426,330	<del>\$3,426,330</del>		Developer/CDD
SantaFe Village Greenway to Millhopper Road	\$1,125,000	<del>\$1,125,000</del>		Developer/CDD
SantaFe Village 83 <sup>rd</sup> Street local road extension	\$1,899,300	<del>\$1,899,300</del>		Developer/CDD

*Dollar figures are estimates of project costs.*

**Table 2. Public School Facilities Schedule of Capacity Projects for Fiscal Years ~~2018-2019 to 2022-2023~~ 2024 to 2028**

Project Description	Location		2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	Total	Funded
2 new classroom buildings. 49 new & renovated classrooms. Renovate multipurpose/media ctr/ admin/ESE/art/music . Add outdoor dining. Demolish buildings 1-4, 8-11. Renovate buildings 5-7,12-15,18	LITTLEWOOD ELEMENTARY	Planned Cost:	\$28,612,909	\$9,909,622	\$0	\$0	\$0	\$38,522,531	Yes
		Student Stations:	0	750	0	0	0	750	
		Total Classrooms:	0	49	0	0	0	49	
		Gross Sq Ft:	0	100,052	0	0	0	100,052	
<b>Planned Cost:</b>			<b>\$28,612,909</b>	<b>\$9,909,622</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,522,531</b>	
<b>Student Stations:</b>			<b>0</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	
<b>Total Classrooms:</b>			<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	
<b>Gross Sq Ft:</b>			<b>0</b>	<b>100,052</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,052</b>	

Source: Alachua County Public Schools, Department of Education Five Year District Facilities Work Plan, Capacity Project Schedule, January 16, 2024.

Project Description	Location		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Total	Funded
New Elementary A	Not specified	Planned Cost:	\$0	\$0	\$22,500,000	\$0	\$0	\$22,500,000	No
		Student Stations:	0	0	773	0	0	773	
		Total Classrooms:	0	0	41	0	0	41	
		Gross Sq. Ft:	0	0	114,081	0	0	114,081	

*Dollar figures are estimates of project costs.*

Source: Alachua County Public Schools, 5-Year District Work Plan for Fiscal Years 2018-2019 to 2022-2023, November 2018.

Note: The new elementary school identified in Table 2 above is identified in the adopted 2018-2019 Five Year District Work Program as an unfunded project for the 2021-2022 school year.

According to the Alachua County Public Schools 2019 Annual Concurrency Report (February 2019), with the passage of the County schools sales tax referendum in 2018, the funding and programming of this new elementary school will be of primary importance in the 2019-20 Five Year District Facilities Work Plan.

**Table 3. Recreation Facilities Schedule of Capital Improvements for Fiscal Years ~~2020 to 2024~~ 2025 to 2029**

*Currently adopted schedule is proposed to be deleted in full and replaced with the following:*

Project Name/Description	Park Type	FY25 Planned	FY26 Planned	FY27 Planned	FY28 Planned	FY29 Planned	FY25-29 Total	Funding Source
Cuscowilla Playground	Resource	-	350,000	-	-	-	350,000	WS
Santa Fe Lake Park – New Boarding Dock	Resource	80,000	-	-	-	-	80,000	BP
Santa Fe Lake Park - Pickleball	Resource	40,000	310,000	-	-	-	350,000	WS
Santa Fe Lake Park – Pavilions & Picnic Tables	Resource	-	150,000	-	-	-	150,000	WS
Veteran's Park – Roller Rink OR Pickleball	Activity	-	-	395,510	-	-	395,510	WS
Veteran's Park - Playground	Activity	458,231	-	-	-	-	458,231	WS/IM/DN
Veteran's Park - Infrastructure, Stormwater, Parking	Activity	292,776	-	-	-	-	292,776	WS/IM
West End –New Park (Capital Improvements)	Activity	2,490,000	1,725,000	1,725,000	1,725,000	1,725,000-	9,390,000	WS/IM/TDT
Kate Barnes Boat Ramp/Dock	Resource	-	300,000	-	-	-	300,000	AR/BP
Kate Barnes – Restroom Renovation	Resource	-	70,000	-	-	-	70,000	BP
Poe Springs Restroom	Resource	-	365,971	-	-	-	365,971	WS
Poe Springs Boat Launch	Resource	-	311,292	-	-	-	311,292	AR/BP
Copeland Park	Activity	592,850	-	-	-	-	592,850	WS/AR
Monteocha Park	Activity	587,350	-	-	-	-	587,350	WS/AR
Cuscowilla - Playground	Resource	350,000	-	-	-	-	350,000	WS
Jonesville Park - Pickleball Courts with Sports Lighting	Activity	392,100	-	-	-	-	392,100	WS
Jonesville Park - Soccer Stadium	Activity	1,168,310	-	-	-	-	1,168,310	WS/TDT
Various - Sports Fields Renovations (on-going)	Activity	-	300,000	200,000	200,000	200,000	900,000	WS
Squirrel Ridge - Restroom	Activity	60,000	350,000	-	-	-	410,000	WS
St. Peter/St. Paul - New Park with Amenities	Activity	150,000	1,350,000	-	-	-	1,500,000	WS/IM
Industrial Park- New Park with Amenities	Activity	-	-	260,000	-	-	260,000	WS



McCall Park – New Park	Activity	-	-	150,000	-	-	150,000	WS
High Springs Boat Ramp	Resource	-	-	30,000	-		30,000	BP
Walker Park - New Park with Amenities	Activity	-	-	-	50,000	435,000	485,000	WS

All figures in dollars.

Funding Sources:

Wild Spaces & Public Spaces (WS)

Park Impact Fees (IM)

ARPA Funds (AR)

Boating Improvement Program (BP)

Donation Fund (DN)

Tourist Development Tax (TDT)

### **Activity-Based Recreation**

<b>Project Name and Description</b>	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>FY 22/23</b>	<b>FY 23/24</b>	<b>Total FY 20-24</b>
Squirrel Ridge Park Restroom	\$194,043 (GF)					\$194,043
Jonesville Park Restroom	\$197,646 (PIF)					\$197,646
Veterans Park Hockey Rink Pavillion				\$75,000 (PIF)	\$75,000 (PIF)	\$150,000
Veterans Park Splash Pad	\$175,000 (PIF)	\$75,000 (PIF)	\$75,000 (PIF)			\$325,000

*Dollar figures are estimates of project costs.*

PIF = Park Impact Fee — GF = General Fund

### **Resource-Based Recreation**

<b>Project Name &amp; Description</b>	<b>FY 18/19</b>	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>FY 22/23</b>	<b>Total FY19-23</b>
Mill Creek Preserve <i>Educational signs</i>	\$3000 {GF/ACF/T}					\$3000
Sweetwater Preserve <i>Trailhead/parking area &amp; stormwater pond</i>	\$129,000 {ACF/GF/G}					\$129,000
Barr Hammock Preserve <i>Trails, amenities, landing overlook, interpretive signs, boardwalk over Levy canal, Levy overlook.</i>		\$20,000 {ACF/GF/G}	\$70,000 {G/ACF}	\$51,000 {G/ACF}		\$141,000
Lake Alto Preserve <i>Tree Frog Trail boardwalk</i>					\$40,000 {GF}	\$40,000
Phifer Flatwoods Preserve <i>Turpentine Trail boardwalk, Phifer Additions trailhead</i>		\$40,000 {T/G}			\$5200 {T/G/GF}	\$45,200
Watermelon Pond <i>Trail head and viewing areas</i>	\$5,000 {ACF/GF}					\$5000
Turkey Creek Hammock <i>Develop parking area/trailhead, entrance, marsh overlook, fitness trail, Wildlife observation platform, boardwalk</i>	\$110,800 {ACF/GF/T}	\$5,000 {ACF/G/T}			\$200,000 {ACF/G/DON}	\$315,800
Four Creeks <i>Trailhead, parking, kiosk, signage</i>	\$30,000 {WSPP}					\$30,000
Buck Bay Flatwoods {Cox & Moore Tract}		\$13,900 {T,GF,ACF}				\$13,900

*Dollar figures are estimates of project costs.*

GF = General Fund \_\_\_\_\_ ACF = Alachua County Forever \_\_\_\_\_ G = Grant \_\_\_\_\_

DON = Private Donation \_\_\_\_\_ WSPP = Wild Spaces Public Places Sales Tax \_\_\_\_\_ T = Timber Revenue

In addition to the planned projects listed above, additional recreation projects will be identified and funded out of the Alachua County Wild Spaces Public Places (WSPP) voter approved sales tax revenues.

## Exhibit 2 – Reference Documents Included as Part of Data and Analysis

1. [Alachua County 2040 Mobility Plan and Mobility Fee Technical Report August 2023](#)
2. [Alachua County 5-Year Parks Capital Improvements Program](#)
3. [Alachua County Parks and Open Space Master Plan](#)
4. [School Board of Alachua County 5-Year District Facilities Work Plan, January 16, 2024](#)



*An 'A-rated' District*

2023-2028 DOE  
Five (5) Year District  
Facilities Work Plan

January 16, 2024

**BOARD MEMBERS**

Kay Abbitt  
Tina Certain  
Diyonne McGraw  
Leannetta McNealy, Ph.D.  
Sarah Rockwell



District Office  
620 East University Avenue  
Gainesville, Florida  
32601-5498

www.sbac.edu  
(352) 955-7300

**SUPERINTENDENT OF SCHOOLS**

Shane L. Andrew, Superintendent

*Mission Statement: We are committed to the success of every student!*

*Facilities Department \*\* 3700 NE 53<sup>rd</sup> Avenue \*\* Gainesville, Florida 32609 \*\* 352-955-7400*

January 16, 2024

Dear Board Members,

Please consider the following when reading/reviewing Alachua County Public School’s DOE 5 Year Work Plan:

- The format is controlled by DOE and cannot be changed.
- The same format is used for all Florida Districts.
- The majority of this report is pre-populated by DOE. Examples include:
  - COFTE (Capital Outlay Full Time Equivalent)
  - Student Station Counts / Capacity (FISH)
  - Relocatable Student Stations

The information, which is shown in the Expenditures and Revenue sections of the 5 Year Work Plan, is the same information in the School Board’s Annual Budget. The 2023-24 through 2027-28 potential projects are based on the anticipated funding, which is estimated by Business Services based on historical property tax roll data and information provided by the Department of Economic & Demographic Research. The only year that must be financially balanced is the current year 2023-2024. This 5 Year Work Plan (2023-2028) is balanced and feasible for fiscal year 2023-2024 and is feasible for the second through the fifth fiscal years (2024-2028).

There is no commitment to these projects, as they may be changed at any time. DOE approval is not required to change the projects if needed or directed by the Board or the Superintendent of ACPS.

The Transition School, Duval, Old Terwilliger, and Prairie View do not show projected COFTE or utilization. Currently, the Transition School is housing Westwood Middle School. Prairie View, Duval, and Old Terwilliger are currently vacant.

Sincerely,

Suzanne M. Wynn  
Director of ACPS Facilities Planning & Construction

**INTRODUCTION**

The 5-Year District Facilities Work Program is a very important document. The Department of Education, Legislature, Governor's Office, Division of Community Planning (growth management), local governments, and others use the work program information for various needs including funding, planning, and as the authoritative source for school facilities related information.

The district's facilities work program must be a complete, balanced capital outlay plan that is financially feasible. The first year of the work program is the districts capital outlay budget. To determine if the work program is balanced and financially feasible, the "Net Available Revenue" minus the "Funded Projects Costs" should sum to zero for "Remaining Funds".

- If the "Remaining Funds" balance is zero, then the plan is both balanced and financially feasible.
- If the "Remaining Funds" balance is negative, then the plan is neither balanced nor feasible.
- If the "Remaining Funds" balance is greater than zero, the plan may be feasible, but it is not balanced.

**Summary of revenue/expenditures available for new construction and remodeling projects only.**

	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	Five Year Total
Total Revenues	\$62,409,109	\$14,463,403	\$15,538,610	\$18,405,001	\$20,323,196	\$131,139,319
Total Project Costs	\$62,409,109	\$9,909,622	\$0	\$0	\$0	\$72,318,731
Difference (Remaining Funds)	\$0	\$4,553,781	\$15,538,610	\$18,405,001	\$20,323,196	\$58,820,588

**District** ALACHUA COUNTY SCHOOL DISTRICT

**Fiscal Year Range**

**CERTIFICATION**

By submitting this electronic document, we certify that all information provided in this 5-year district facilities work program is accurate, all capital outlay resources are fully reported, and the expenditures planned represent a complete and balanced capital outlay plan for the district. The district Superintendent of Schools, Chief Financial Officer, and the School Board have approved the information contained in this 5-year district facilities work program; they certify to the Department of Education, Office of Educational Facilities, that the information contained herein is correct and accurate; they also certify that the plan has been developed in coordination with the general purpose local governments as required by §1013.35(2) F.S. We understand that any information contained in this 5-year district facilities work program is subject to audit by the Auditor General of the State of Florida.

**Date of School Board Adoption**

**Work Plan Submittal Date**

**DISTRICT SUPERINTENDENT**

**CHIEF FINANCIAL OFFICER**

**DISTRICT POINT-OF-CONTACT PERSON**

**JOB TITLE**

**PHONE NUMBER**

**E-MAIL ADDRESS**

# Expenditures

## Expenditure for Maintenance, Repair and Renovation from 1.50-Mills and PECO

Annually, prior to the adoption of the district school budget, each school board must prepare a tentative district facilities work program that includes a schedule of major repair and renovation projects necessary to maintain the educational and ancillary facilities of the district.

Item	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
HVAC	\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000	\$31,000,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLING ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Flooring	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLING ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Roofing	\$1,548,000	\$1,548,000	\$2,000,000	\$2,000,000	\$2,000,000	\$9,096,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					

Safety to Life	\$2,619,514	\$333,046	\$700,000	\$700,000	\$700,000	\$5,052,560
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNSIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Fencing	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNSIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Parking	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Electrical	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNSIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Fire Alarm	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNSIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLING ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Telephone/Intercom System	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Closed Circuit Television	\$0	\$0	\$0	\$0	\$0	\$0



Locations:	No Locations for this expenditure.					
Paint	\$1,180,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,580,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLING ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
Maintenance/Repair	\$1,320,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$7,720,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
<b>Sub Total:</b>	<b>\$13,657,514</b>	<b>\$11,071,046</b>	<b>\$11,890,000</b>	<b>\$11,890,000</b>	<b>\$11,890,000</b>	<b>\$60,398,560</b>

PECO Maintenance Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
<b>1.50 Mill Sub Total:</b>	<b>\$21,349,112</b>	<b>\$23,161,046</b>	<b>\$23,980,000</b>	<b>\$23,980,000</b>	<b>\$23,980,000</b>	<b>\$116,450,158</b>

Other Items	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
(K) ADA Corrections DW	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
Locations:	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNISIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					

(E) Security	\$190,000	\$270,000	\$270,000	\$270,000	\$270,000	\$1,270,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(N) Environmental Issues & Remediation	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(P) Relocatable Moves & Renovations	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(G) Physical Education Enhancements	\$250,000	\$380,000	\$380,000	\$380,000	\$380,000	\$1,770,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(T) Technology Communications Upgrades	\$2,650,000	\$10,680,000	\$10,680,000	\$10,680,000	\$10,680,000	\$45,370,000

Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(U) Consulting Services	\$140,000	\$100,000	\$100,000	\$100,000	\$100,000	\$540,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(Z) Construction Contingency	\$3,841,598	\$0	\$0	\$0	\$0	\$3,841,598
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNESIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(U) School Concurrency	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$175,000
Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ALACHUA ELEMENTARY, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, DUVAL EARLY LEARNING ACADEMY, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FORT CLARKE MIDDLE, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HOWARD W BISHOP MIDDLE, IDYLVILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
(J) Furniture & Equipment	\$10,000	\$50,000	\$50,000	\$50,000	\$50,000	\$210,000

Locations	A L MEBANE MIDDLE, A Q JONES EXCEPTIONAL STUDENTS CENTER, ABRAHAM LINCOLN MIDDLE, ADMINISTRATIVE ANNEX, ALACHUA ELEMENTARY, ALACHUA SUPERINTENDENT'S OFFICE, ARCHER ELEMENTARY SCHOOL, C W NORTON ELEMENTARY, CAMP CRYSTAL LAKE, Carolyn Beatrice Parker, CHESTER SHELL ELEMENTARY, CITIZENS FIELD, DUVAL EARLY LEARNING ACADEMY, EARLY HEADSTART FAMILY PROGRAM CENTER, EASTSIDE SENIOR HIGH, F W BUCHHOLZ SENIOR HIGH, FEARNSIDE FAMILY SERVICES CENTER, FORT CLARKE MIDDLE, FRED SIVIA JR SUPPORT CENTER, GAINESVILLE SENIOR HIGH, GLEN SPRINGS ELEMENTARY, HAWTHORNE MIDDLE / HIGH SCHOOL, HAWTHORNE STADIUM, HIDDEN OAK ELEMENTARY, HIGH SPRINGS COMMUNITY SCHOOL, HORIZON CENTER, HOWARD W BISHOP MIDDLE, IDYLWILD ELEMENTARY, JOSEPH WILLIAMS ELEMENTARY, KANAPAHA MIDDLE, KIMBALL WILES ELEMENTARY, LAKE FOREST ELEMENTARY, LAWTON M CHILES ELEMENTARY, LITTLEWOOD ELEMENTARY, MARJORIE K RAWLINGS ELEMENTARY, MEADOWBROOK ELEMENTARY, Myra Terwilliger Elementary (NEW), MYRA TERWILLIGER ELEMENTARY (OLD), NEWBERRY ELEMENTARY, NEWBERRY SENIOR HIGH, OAKVIEW MIDDLE, OSCAR SERVIN CENTER, PRAIRIE VIEW ELEMENTARY, SANTA FE SENIOR HIGH, SIDNEY LANIER CENTER, STEPHEN FOSTER ELEMENTARY, TRAFFIC SAFETY CENTER, Transition School, W A METCALFE ELEMENTARY, W TRAVIS LOFTEN SENIOR HIGH, W W IRBY ELEMENTARY, WESTWOOD MIDDLE, WILLIAM S TALBOT ELEMENTARY					
<b>Total:</b>	<b>\$21,349,112</b>	<b>\$23,161,046</b>	<b>\$23,980,000</b>	<b>\$23,980,000</b>	<b>\$23,980,000</b>	<b>\$116,450,158</b>

**Local 1.50 Mill Expenditure For Maintenance, Repair and Renovation**

Anticipated expenditures expected from local funding sources over the years covered by the current work plan.

Item	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
Remaining Maint and Repair from 1.5 Mills	\$21,349,112	\$23,161,046	\$23,980,000	\$23,980,000	\$23,980,000	\$116,450,158
Maintenance/Repair Salaries	\$5,490,538	\$5,490,538	\$5,490,538	\$5,490,538	\$5,490,538	\$27,452,690
School Bus Purchases	\$3,573,108	\$1,925,000	\$2,625,000	\$2,625,000	\$3,500,000	\$14,248,108
Other Vehicle Purchases	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$2,300,000
Capital Outlay Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Rent/Lease Payments	\$0	\$0	\$0	\$0	\$0	\$0
COP Debt Service	\$5,398,919	\$4,467,502	\$4,024,822	\$3,534,190	\$3,532,795	\$20,958,228
Rent/Lease Relocatables	\$1,200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,200,000
Environmental Problems	\$0	\$0	\$0	\$0	\$0	\$0
s.1011.14 Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Special Facilities Construction Account	\$0	\$0	\$0	\$0	\$0	\$0
Premiums for Property Casualty Insurance - 1011.71 (4a,b)	\$0	\$0	\$0	\$0	\$0	\$0
Qualified School Construction Bonds (QSCB)	\$490,053	\$490,053	\$490,053	\$490,053	\$0	\$1,960,212
Qualified Zone Academy Bonds (QZAB)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local Expenditure Totals:</b>	<b>\$37,961,730</b>	<b>\$36,994,139</b>	<b>\$38,070,413</b>	<b>\$37,579,781</b>	<b>\$37,963,333</b>	<b>\$188,569,396</b>

**Revenue**

**1.50 Mill Revenue Source**

Schedule of Estimated Capital Outlay Revenue from each currently approved source which is estimated to be available for expenditures on the projects included in the tentative district facilities work program. All amounts are NET after considering carryover balances, interest earned, new COP's, 1011.14 and 1011.15 loans, etc. Districts cannot use 1.5-Mill funds for salaries except for those explicitly associated with maintenance/repair projects. (1011.71 (5), F.S.)

Item	Fund	2023 - 2024 Actual Value	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
(1) Non-exempt property assessed valuation		\$24,931,143,421	\$25,857,040,808	\$27,359,979,476	\$29,016,582,385	\$30,738,455,624	\$137,903,201,714
(2) The Millage projected for discretionary capital outlay per s.1011.71		1.50	1.50	1.50	1.50	1.50	
(3) Full value of the 1.50-Mill discretionary capital outlay per s.1011.71		\$41,884,321	\$43,439,829	\$45,964,766	\$48,747,858	\$51,640,605	\$231,677,379
(4) Value of the portion of the 1.50-Mill ACTUALLY levied	370	\$35,900,847	\$37,234,139	\$39,398,370	\$41,783,879	\$44,263,376	\$198,580,611
(5) Difference of lines (3) and (4)		\$5,983,474	\$6,205,690	\$6,566,396	\$6,963,979	\$7,377,229	\$33,096,768

**PECO Revenue Source**

The figure in the row designated "PECO Maintenance" will be subtracted from funds available for new construction because PECO maintenance dollars cannot be used for new construction.

Item	Fund	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
PECO New Construction	340	\$0	\$0	\$0	\$0	\$0	\$0
PECO Maintenance Expenditures		\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0

**CO & DS Revenue Source**

Revenue from Capital Outlay and Debt Service funds.

Item	Fund	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
CO & DS Cash Flow-through Distributed	360	\$1,005,949	\$1,005,949	\$1,005,949	\$1,005,949	\$1,005,949	\$5,029,745
CO & DS Interest on Undistributed CO	360	\$14,704	\$14,704	\$14,704	\$14,704	\$14,704	\$73,520
		\$1,020,653	\$1,020,653	\$1,020,653	\$1,020,653	\$1,020,653	\$5,103,265

**Fair Share Revenue Source**

All legally binding commitments for proportionate fair-share mitigation for impacts on public school facilities must be included in the 5-year district work program.

Nothing reported for this section.

**Sales Surtax Referendum**

Specific information about any referendum for a 1-cent or ½-cent surtax referendum during the previous year.

Did the school district hold a surtax referendum during the past fiscal year 2022 - 2023?

Yes

**Sales Surtax Type:** Half Cent Sales Surtax  
**Date of Election:** 11/8/2018  
**Date of Expiration:** 1/2/2031  
**Anticipated Revenue Start Date:** 1/3/2019  
**Anticipated Revenue End Date:** 1/1/2031  
**Estimated Annualized Revenue:** \$25,000,000  
**Total \$ Amount Projected to be Received for the Duration of Tax:** \$286,610,060  
**Number of Years Tax In Effect:** 12  
**Percentage of Vote FOR:** 68 %  
**Percentage of Vote AGAINST:** 32 %

**Additional Revenue Source**

Any additional revenue sources

Item	2023 - 2024 Actual Value	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total
Proceeds from a s.1011.14/15 F.S. Loans	\$0	\$0	\$0	\$0	\$0	\$0
District Bonds - Voted local bond referendum proceeds per s.9, Art VII State Constitution	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Special Act Bonds	\$0	\$0	\$0	\$0	\$0	\$0
Estimated Revenue from CO & DS Bond Sale	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Voted Capital Improvements millage	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenue for Other Capital Projects	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from 1/2 cent sales surtax authorized by school board	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$125,000,000
Proceeds from local governmental infrastructure sales surtax	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Certificates of Participation (COP's) Sale	\$0	\$0	\$0	\$0	\$0	\$0
Classrooms First Bond proceeds amount authorized in FY 1997-98	\$0	\$0	\$0	\$0	\$0	\$0
Classrooms for Kids	\$0	\$0	\$0	\$0	\$0	\$0
District Equity Recognition	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grants	\$0	\$0	\$0	\$0	\$0	\$0
Proportionate share mitigation (actual cash revenue only, not in kind donations)	\$0	\$0	\$0	\$0	\$0	\$0
Impact fees received	\$0	\$0	\$0	\$0	\$0	\$0
Private donations	\$0	\$0	\$0	\$0	\$0	\$0
Grants from local governments or not-for-profit organizations	\$0	\$0	\$0	\$0	\$0	\$0

Interest, Including Profit On Investment	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Revenue from Bonds pledging proceeds from 1 cent or 1/2 cent Sales Surtax	\$0	\$0	\$0	\$0	\$0	\$0
Total Fund Balance Carried Forward	\$50,237,089	\$0	\$0	\$0	\$0	\$50,237,089
General Capital Outlay Obligated Fund Balance Carried Forward From Total Fund Balance Carried Forward	\$0	\$0	\$0	\$0	\$0	\$0
Special Facilities Construction Account	\$0	\$0	\$0	\$0	\$0	\$0
One Cent - 1/2 Cent Sales Surtax Debt Service From Total Fund Balance Carried Forward	(\$11,987,750)	(\$11,997,250)	(\$12,010,000)	(\$12,019,750)	(\$12,197,500)	(\$60,212,250)
Capital Outlay Projects Funds Balance Carried Forward From Total Fund Balance Carried Forward	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$63,449,339</b>	<b>\$13,202,750</b>	<b>\$13,190,000</b>	<b>\$13,180,250</b>	<b>\$13,002,500</b>	<b>\$116,024,839</b>

**Total Revenue Summary**

Item Name	2023 - 2024 Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Five Year Total
Local 1.5 Mill Discretionary Capital Outlay Revenue	\$35,900,847	\$37,234,139	\$39,398,370	\$41,783,879	\$44,263,376	\$198,580,611
PECO and 1.5 Mill Maint and Other 1.5 Mill Expenditures	(\$37,961,730)	(\$36,994,139)	(\$38,070,413)	(\$37,579,781)	(\$37,963,333)	(\$188,569,396)
PECO Maintenance Revenue	\$0	\$0	\$0	\$0	\$0	\$0
<b>Available 1.50 Mill for New Construction</b>	<b>(\$2,060,883)</b>	<b>\$240,000</b>	<b>\$1,327,957</b>	<b>\$4,204,098</b>	<b>\$6,300,043</b>	<b>\$10,011,215</b>

Item Name	2023 - 2024 Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Five Year Total
CO & DS Revenue	\$1,020,653	\$1,020,653	\$1,020,653	\$1,020,653	\$1,020,653	\$5,103,265
PECO New Construction Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Other/Additional Revenue	\$63,449,339	\$13,202,750	\$13,190,000	\$13,180,250	\$13,002,500	\$116,024,839
<b>Total Additional Revenue</b>	<b>\$64,469,992</b>	<b>\$14,223,403</b>	<b>\$14,210,653</b>	<b>\$14,200,903</b>	<b>\$14,023,153</b>	<b>\$121,128,104</b>
<b>Total Available Revenue</b>	<b>\$62,409,109</b>	<b>\$14,463,403</b>	<b>\$15,538,610</b>	<b>\$18,405,001</b>	<b>\$20,323,196</b>	<b>\$131,139,319</b>

**Project Schedules**

**Capacity Project Schedules**

A schedule of capital outlay projects necessary to ensure the availability of satisfactory classrooms for the projected student enrollment in K-12 programs.

Project Description	Location		2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	Total	Funded
2 new classroom buildings. 49 new & renovated classrooms. Renovate multipurpose/media ctr/ admin/ESE/art/music . Add outdoor dining. Demolish buildings 1-4, 8-11. Renovate buildings 5-7,12-15,18	LITTLEWOOD ELEMENTARY	Planned Cost:	\$28,612,909	\$9,909,622	\$0	\$0	\$0	\$38,522,531	Yes
		Student Stations:	0	750	0	0	0	750	
		Total Classrooms:	0	49	0	0	0	49	
		Gross Sq Ft:	0	100,052	0	0	0	100,052	

<b>Planned Cost:</b>	<b>\$28,612,909</b>	<b>\$9,909,622</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,522,531</b>
<b>Student Stations:</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>
<b>Total Classrooms:</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
<b>Gross Sq Ft:</b>	<b>0</b>	<b>100,052</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,052</b>

**Other Project Schedules**

Major renovations, remodeling, and additions of capital outlay projects that do not add capacity to schools.

Project Description	Location	2023 - 2024 Actual Budget	2024 - 2025 Projected	2025 - 2026 Projected	2026 - 2027 Projected	2027 - 2028 Projected	Total	Funded
PH 1&2: New Classroom building (50 classrooms, including 8 science), new multipurpose, new band, new choral, new art, new robotics, new media ctr, & new locker rooms to replace demolished buildings. Demolish buildings 1-7,9-15. Renovate bldgs. 18 & 20.	WESTWOOD MIDDLE	\$29,746,200	\$0	\$0	\$0	\$0	\$29,746,200	Yes
Required UF EH&S code upgrades including ADA, fire safety, etc. to reestablish a permanent school.	PRAIRIE VIEW ELEMENTARY	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000	Yes
Manning Building #1 renovations and code upgrades to house ACPS Transportation personnel.	ADMINISTRATIVE ANNEX	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000	Yes
		<b>\$33,796,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,796,200</b>	

**Additional Project Schedules**

Any projects that are not identified in the last approved educational plant survey.

Nothing reported for this section.



**Non Funded Growth Management Project Schedules**

Schedule indicating which projects, due to planned development, that CANNOT be funded from current revenues projected over the next five years.

Nothing reported for this section.

**Tracking**

**Capacity Tracking**

Location	2023 - 2024 Satis. Stu. Sta.	Actual 2023 - 2024 FISH Capacity	Actual 2022 - 2023 COFTE	# Class Rooms	Actual Average 2023 - 2024 Class Size	Actual 2023 - 2024 Utilization	New Stu. Capacity	New Rooms to be Added/Removed	Projected 2027 - 2028 COFTE	Projected 2027 - 2028 Utilization	Projected 2027 - 2028 Class Size
Carolyn Beatrice Parker	741	741	506	40	13	68.00 %	0	0	460	62.00 %	12
STEPHEN FOSTER ELEMENTARY	521	521	454	28	16	87.00 %	0	0	372	71.00 %	13
A Q JONES EXCEPTIONAL STUDENTS CENTER	181	181	71	16	4	39.00 %	0	0	82	45.00 %	5
LAKE FOREST ELEMENTARY	598	598	321	33	10	54.00 %	0	0	270	45.00 %	8
SIDNEY LANIER CENTER	314	314	154	28	5	49.00 %	0	0	136	43.00 %	5
LITTLEWOOD ELEMENTARY	696	696	712	38	19	102.00 %	162	0	653	76.00 %	17
LAWTON M CHILES ELEMENTARY	727	727	732	39	19	101.00 %	0	0	652	90.00 %	17
MEADOWBROOK ELEMENTARY	855	855	860	47	18	101.00 %	0	0	818	96.00 %	17
Transition School	1,321	1,188	843	59	14	71.00 %	0	0	0	0.00 %	0
Myra Terwilliger Elementary (NEW)	962	0	580	53	11	0.00 %	0	0	582	0.00 %	11
NEWBERRY ELEMENTARY	741	741	642	41	16	87.00 %	0	0	601	81.00 %	15
C W NORTON ELEMENTARY	705	705	587	38	15	83.00 %	0	0	508	72.00 %	13
WILLIAM S TALBOT ELEMENTARY	780	780	631	42	15	81.00 %	0	0	586	75.00 %	14
W W IRBY ELEMENTARY	536	536	372	32	12	69.00 %	0	0	330	62.00 %	10
OAKVIEW MIDDLE	1,336	1,202	962	56	17	80.00 %	0	0	922	77.00 %	16

KANAPAHA MIDDLE	1,429	1,286	1,092	60	18	85.00 %	0	0	1,035	80.00 %	17
F W BUCHHOLZ SENIOR HIGH	2,136	2,029	2,291	90	25	113.00 %	0	0	2,260	111.00 %	25
PRAIRIE VIEW ELEMENTARY	813	813	0	44	0	0.00 %	0	0	0	0.00 %	0
HIGH SPRINGS COMMUNITY SCHOOL	1,122	1,009	976	53	18	97.00 %	0	0	899	89.00 %	17
FORT CLARKE MIDDLE	1,013	911	949	44	22	104.00 %	0	0	877	96.00 %	20
HIDDEN OAK ELEMENTARY	798	798	761	43	18	95.00 %	0	0	682	85.00 %	16
KIMBALL WILES ELEMENTARY	919	919	839	49	17	91.00 %	0	0	776	84.00 %	16
CHESTER SHELL ELEMENTARY	420	420	336	24	14	80.00 %	0	0	297	71.00 %	12
IDYLWILD ELEMENTARY	655	655	523	35	15	80.00 %	0	0	563	86.00 %	16
GLEN SPRINGS ELEMENTARY	535	535	425	29	15	79.00 %	0	0	415	78.00 %	14
MARJORIE K RAWLINGS ELEMENTARY	427	427	377	23	16	88.00 %	0	0	390	91.00 %	17
W TRAVIS LOFTEN SENIOR HIGH	660	528	233	30	8	44.00 %	0	0	315	60.00 %	11
EASTSIDE SENIOR HIGH	2,055	1,952	1,155	85	14	59.00 %	0	0	1,199	61.00 %	14
ALACHUA ELEMENTARY	525	525	327	26	13	62.00 %	0	0	306	58.00 %	12
ARCHER ELEMENTARY SCHOOL	565	565	443	30	15	78.00 %	0	0	412	73.00 %	14
HAWTHORNE MIDDLE / HIGH SCHOOL	734	660	444	32	14	67.00 %	0	0	466	71.00 %	15
A L MEBANE MIDDLE	800	788	330	35	9	42.00 %	0	0	372	47.00 %	11
NEWBERRY SENIOR HIGH	845	676	648	35	19	96.00 %	0	0	725	107.00 %	21
SANTA FE SENIOR HIGH	1,443	1,298	977	60	16	75.00 %	0	0	1,070	82.00 %	18
W A METCALFE ELEMENTARY	712	712	472	36	13	66.00 %	0	0	406	57.00 %	11
JOSEPH WILLIAMS ELEMENTARY	590	590	473	31	15	80.00 %	0	0	428	73.00 %	14
ABRAHAM LINCOLN MIDDLE	1,170	1,053	698	50	14	66.00 %	0	0	683	65.00 %	14
HOWARD W BISHOP MIDDLE	1,195	1,075	829	54	15	77.00 %	0	0	821	76.00 %	15
WESTWOOD MIDDLE	1,301	1,170	0	55	0	0.00 %	0	0	766	65.00 %	14
GAINESVILLE SENIOR HIGH	2,028	1,926	1,691	88	19	88.00 %	0	0	1,678	87.00 %	19
	<b>35,904</b>	<b>33,105</b>	<b>25,716</b>	<b>1,731</b>	<b>15</b>	<b>77.68 %</b>	<b>162</b>	<b>0</b>	<b>24,813</b>	<b>74.59 %</b>	<b>14</b>

The COFTE Projected Total (24,813) for 2027 - 2028 must match the Official Forecasted COFTE Total (24,813 ) for 2027 - 2028 before this section can be completed. In the event that the COFTE Projected Total does not match the Official forecasted COFTE, then the Balanced Projected COFTE Table should be used to balance COFTE.

Projected COFTE for 2027 - 2028	
Elementary (PK-3)	7,322

Middle (4-8)	9,841
High (9-12)	7,650
	<b>24,813</b>

Grade Level Type	Balanced Projected COFTE for 2027 - 2028
Elementary (PK-3)	0
Middle (4-8)	0
High (9-12)	0
	<b>24,813</b>

**Relocatable Replacement**

Number of relocatable classrooms clearly identified and scheduled for replacement in the school board adopted financially feasible 5-year district work program.

Location	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	Year 5 Total
<b>Total Relocatable Replacements:</b>	<b>0</b>	<b>-13</b>	<b>-24</b>	<b>0</b>	<b>0</b>	<b>-37</b>

**Charter Schools Tracking**

Information regarding the use of charter schools.

Location-Type	# Relocatable units or permanent classrooms	Owner	Year Started or Scheduled	Student Stations	Students Enrolled	Years in Contract	Total Charter Students projected for 2027 - 2028
Caring and Sharing Learning School, Inc.	20	PRIVATE	1998	350	335	3	350
The Einstein School, Inc.	7	PRIVATE	1999	125	100	6	105
Expressions Academy, Inc.	7	PRIVATE	1999	116	80	4	85
Florida SIA Tech at Gainesville	6	PRIVATE	2003	175	145	5	151
Healthy Learning Academy, Inc.	6	PRIVATE	2006	108	108	2	108
Micanopy Area Cooperative School, Inc.	15	PRIVATE	1997	262	235	3	245
Micanopy Middle School, Inc.	8	PRIVATE	2002	120	116	4	120
One Room School House Project, Inc. Elementary	18	PRIVATE	1997	220	190	6	200
North Central Florida Public Charter School	9	PRIVATE	2011	350	181	3	175
Alachua Learning Center Inc., Middle	2	PRIVATE	1999	80	64	8	64
Alachua Learning Center., Inc Elementary	3	PRIVATE	2006	110	104	8	106
Boulware Springs	12	PRIVATE	2013	140	159	10	160
Resilience Charter School, Inc.	8	PRIVATE	2017	200	113	2	147
Constellation Charter School	5	PRIVATE	2023	110	72	4	110
SF College Academy of Science & Tech	3	PRIVATE	2023	150	73	5	150
	<b>129</b>			<b>2,616</b>	<b>2,075</b>		<b>2,276</b>

**Special Purpose Classrooms Tracking**

The number of classrooms that will be used for certain special purposes in the current year, by facility and type of classroom, that the district will, 1), not use for educational purposes, and 2), the co-teaching classrooms that are not open plan classrooms and will be used for educational purposes.

School	School Type	# of Elementary K-3 Classrooms	# of Middle 4-8 Classrooms	# of High 9-12 Classrooms	# of ESE Classrooms	# of Combo Classrooms	Total Classrooms
Transition School	Educational	0	46	0	0	0	46
<b>Total Educational Classrooms:</b>		<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>

School	School Type	# of Elementary K-3 Classrooms	# of Middle 4-8 Classrooms	# of High 9-12 Classrooms	# of ESE Classrooms	# of Combo Classrooms	Total Classrooms
<b>Total Co-Teaching Classrooms:</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Infrastructure Tracking**

Necessary offsite infrastructure requirements resulting from expansions or new schools. This section should include infrastructure information related to capacity project schedules and other project schedules (Section 4).

Not Specified

Proposed location of planned facilities, whether those locations are consistent with the comprehensive plans of all affected local governments, and recommendations for infrastructure and other improvements to land adjacent to existing facilities. Provisions of 1013.33(12), (13) and (14) and 1013.36 must be addressed for new facilities planned within the 1st three years of the plan (Section 5).

Not Specified

Consistent with Comp Plan? No

**Net New Classrooms**

The number of classrooms, by grade level and type of construction, that were added during the last fiscal year.

List the net new classrooms added in the 2022 - 2023 fiscal year.					List the net new classrooms to be added in the 2023 - 2024 fiscal year.			
Location	2022 - 2023 # Permanent	2022 - 2023 # Modular	2022 - 2023 # Relocatable	2022 - 2023 Total	2023 - 2024 # Permanent	2023 - 2024 # Modular	2023 - 2024 # Relocatable	2023 - 2024 Total
Elementary (PK-3)	0	0	0	0	0	0	0	0
Middle (4-8)	16	0	0	16	0	0	0	0
High (9-12)	0	0	0	0	0	0	0	0
	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Relocatable Student Stations**

Number of students that will be educated in relocatable units, by school, in the current year, and the projected number of students for each of the years in the workplan.

Site	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	5 Year Average
Carolyn Beatrice Parker	252	252	252	252	0	202
STEPHEN FOSTER ELEMENTARY	54	54	54	54	0	43
A Q JONES EXCEPTIONAL STUDENTS CENTER	0	0	0	0	0	0
LAKE FOREST ELEMENTARY	0	0	0	0	0	0
SIDNEY LANIER CENTER	0	0	0	0	0	0
LITTLEWOOD ELEMENTARY	108	0	0	0	0	22
W A METCALFE ELEMENTARY	0	0	0	0	0	0
JOSEPH WILLIAMS ELEMENTARY	0	0	0	0	0	0
ABRAHAM LINCOLN MIDDLE	0	0	0	0	0	0
HOWARD W BISHOP MIDDLE	0	0	0	0	0	0
WESTWOOD MIDDLE	0	0	0	0	0	0
GAINESVILLE SENIOR HIGH	0	0	0	0	0	0
ALACHUA ELEMENTARY	0	0	0	0	0	0
ARCHER ELEMENTARY SCHOOL	76	76	76	76	0	61
HAWTHORNE MIDDLE / HIGH SCHOOL	0	0	0	0	0	0
A L MEBANE MIDDLE	0	0	0	0	0	0
NEWBERRY SENIOR HIGH	0	0	0	0	0	0
SANTA FE SENIOR HIGH	0	0	0	0	0	0
CHESTER SHELL ELEMENTARY	54	54	54	54	0	43
IDYLWILD ELEMENTARY	0	0	0	0	0	0
GLEN SPRINGS ELEMENTARY	72	72	72	72	0	58
MARJORIE K RAWLINGS ELEMENTARY	0	0	0	0	0	0
W TRAVIS LOFTEN SENIOR HIGH	25	20	20	20	0	17
EASTSIDE SENIOR HIGH	0	0	0	0	0	0
F W BUCHHOLZ SENIOR HIGH	25	23	23	23	0	19
PRAIRIE VIEW ELEMENTARY	216	0	0	0	0	43
HIGH SPRINGS COMMUNITY SCHOOL	0	0	0	0	0	0
FORT CLARKE MIDDLE	44	40	40	40	0	33
HIDDEN OAK ELEMENTARY	54	54	54	54	0	43
KIMBALL WILES ELEMENTARY	194	172	172	172	0	142
NEWBERRY ELEMENTARY	257	252	252	252	0	203
C W NORTON ELEMENTARY	36	36	36	36	0	29
WILLIAM S TALBOT ELEMENTARY	54	0	0	0	0	11

W W IRBY ELEMENTARY	0	0	0	0	0	0
OAKVIEW MIDDLE	110	0	0	0	0	22
KANAPAHA MIDDLE	132	79	79	79	0	74
LAWTON M CHILES ELEMENTARY	0	0	0	0	0	0
MEADOWBROOK ELEMENTARY	97	97	97	97	0	78
Transition School	1,321	1,112	0	0	0	487
Myra Terwilliger Elementary (NEW)	0	0	0	0	0	0

<b>Totals for ALACHUA COUNTY SCHOOL DISTRICT</b>						
Total students in relocatables by year.	3,181	2,393	1,281	1,281	0	1,627
Total number of COFTE students projected by year.	25,921	25,714	25,468	25,008	24,813	25,385
Percent in relocatables by year.	12 %	9 %	5 %	5 %	0 %	6 %

**Leased Facilities Tracking**

Existing leased facilities and plans for the acquisition of leased facilities, including the number of classrooms and student stations, as reported in the educational plant survey, that are planned in that location at the end of the five year workplan.

Location	# of Leased Classrooms 2023 - 2024	FISH Student Stations	Owner	# of Leased Classrooms 2027 - 2028	FISH Student Stations
F W BUCHHOLZ SENIOR HIGH	1	25	Leasing Company	1	23
NEWBERRY ELEMENTARY	14	252	Leasing Company	14	252
Carolyn Beatrice Parker	14	252	Leasing Company	18	252
STEPHEN FOSTER ELEMENTARY	2	36	Leasing Company	2	54
LITTLEWOOD ELEMENTARY	6	108	Leasing Company	0	0
ARCHER ELEMENTARY SCHOOL	4	76	Leasing Company	4	76
CHESTER SHELL ELEMENTARY	0	0	Leasing Company	0	0
IDYLWILD ELEMENTARY	0	0	Leasing Company	0	0
GLEN SPRINGS ELEMENTARY	4	72	Leasing Company	4	72
KIMBALL WILES ELEMENTARY	10	172	Leasing Company	10	194
C W NORTON ELEMENTARY	2	36	Leasing Company	2	36
WILLIAM S TALBOT ELEMENTARY	3	54	Leasing Company	0	0
OAKVIEW MIDDLE	0	0	Leasing Company	0	0
KANAPAHA MIDDLE	4	88	Leasing Company	4	79
FORT CLARKE MIDDLE	2	44	Leasing Company	2	40
EASTSIDE SENIOR HIGH	0	0	Leasing Company	0	0
MEADOWBROOK ELEMENTARY	6	97	Leasing Company	9	97
HIDDEN OAK ELEMENTARY	3	54	Leasing Company	3	54

A Q JONES EXCEPTIONAL STUDENTS CENTER	0	0		0	0
LAKE FOREST ELEMENTARY	0	0		0	0
SIDNEY LANIER CENTER	0	0		0	0
Transition School	0	0	Leasing Company	24	506
Myra Terwilliger Elementary (NEW)	0	0		0	0
LAWTON M CHILES ELEMENTARY	0	0		0	0
W W IRBY ELEMENTARY	0	0		0	0
HIGH SPRINGS COMMUNITY SCHOOL	0	0		0	0
MARJORIE K RAWLINGS ELEMENTARY	0	0		0	0
W TRAVIS LOFTEN SENIOR HIGH	0	0	Leasing Company	0	0
PRAIRIE VIEW ELEMENTARY	0	0		0	0
SANTA FE SENIOR HIGH	0	0		0	0
GAINESVILLE SENIOR HIGH	0	0		0	0
ALACHUA ELEMENTARY	0	0		0	0
HAWTHORNE MIDDLE / HIGH SCHOOL	0	0		0	0
A L MEBANE MIDDLE	0	0		0	0
NEWBERRY SENIOR HIGH	0	0		0	0
W A METCALFE ELEMENTARY	0	0		0	0
JOSEPH WILLIAMS ELEMENTARY	0	0		0	0
ABRAHAM LINCOLN MIDDLE	0	0		0	0
HOWARD W BISHOP MIDDLE	0	0		0	0
WESTWOOD MIDDLE	0	0		0	0
	<b>75</b>	<b>1,366</b>		<b>97</b>	<b>1,735</b>

**Failed Standard Relocatable Tracking**

Relocatable units currently reported by school, from FISH, and the number of relocatable units identified as 'Failed Standards'.

Nothing reported for this section.

## Planning

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### Class Size Reduction Planning

Plans approved by the school board that reduce the need for permanent student stations such as acceptable school capacity levels, redistricting, busing, year-round schools, charter schools, magnet schools, public-private partnerships, multitrack scheduling, grade level organization, block scheduling, or other alternatives.

Redistricting - Attendance Zone Policy 5.11 Section (2)(f) - states that "The Board may assign students to alternative schools or programs located in or out of their assigned zone, for health, safety or welfare of the students, other students or staff to relieve crowded schools or avoid school crowding".

Magnet Schools - all grade levels

Block Scheduling - at High Schools

Charter Schools - see "Tracking - Charter Schools"

### School Closure Planning

Plans for the closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues.

Duval Elementary was re-purposed in the past to an Early Learning Academy and then again beginning in the 2021-2022 school year for community uses. Terwilliger Elementary School was moved to the New Elementary School "I" and the old location was vacated. The Board has not voted to close this school location.

## Long Range Planning

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### Ten-Year Maintenance

District projects and locations regarding the projected need for major renovation, repair, and maintenance projects within the district in years 6-10 beyond the projects plans detailed in the five years covered by the work plan.

Nothing reported for this section.

### Ten-Year Capacity

Schedule of capital outlay projects projected to ensure the availability of satisfactory student stations for the projected student enrollment in K-12 programs for the future 5 years beyond the 5-year district facilities work program.

Nothing reported for this section.

### Ten-Year Planned Utilization

Schedule of planned capital outlay projects identifying the standard grade groupings, capacities, and planned utilization rates of future educational facilities of the district for both permanent and relocatable facilities.



Grade Level Projections	FISH Student Stations	Actual 2022 - 2023 FISH Capacity	Actual 2022 - 2023 COFTE	Actual 2022 - 2023 Utilization	Actual 2023 - 2024 / 2032 - 2033 new Student Capacity to be added/removed	Projected 2032 - 2033 COFTE	Projected 2032 - 2033 Utilization
Elementary - District Totals	14,821	14,821	11,373.32	76.74 %	162	10,950	73.08 %
Middle - District Totals	11,421	10,274	7,122.24	69.32 %	0	6,475	63.02 %
High - District Totals	9,167	8,409	6,995.05	83.18 %	0	6,165	73.31 %
Other - ESE, etc	1,478	495	224.97	45.45 %	0	215	43.43 %
	<b>36,887</b>	<b>33,999</b>	<b>25,715.58</b>	<b>75.64 %</b>	<b>162</b>	<b>23,805</b>	<b>69.68 %</b>

**Combination schools are included with the middle schools for student stations, capacity, COFTE and utilization purposes because these facilities all have a 90% utilization factor. Use this space to explain or define the grade groupings for combination schools.**

No comments to report.

**Ten-Year Infrastructure Planning**

**Proposed Location of Planned New, Remodeled, or New Additions to Facilities in 06 thru 10 out years (Section 28).**

Nothing reported for this section.

**Plans for closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues in the 06 thru 10 out years (Section 29).**

Nothing reported for this section.

**Twenty-Year Maintenance**

District projects and locations regarding the projected need for major renovation, repair, and maintenance projects within the district in years 11-20 beyond the projects plans detailed in the five years covered by the work plan.

Nothing reported for this section.

**Twenty-Year Capacity**

Schedule of capital outlay projects projected to ensure the availability of satisfactory student stations for the projected student enrollment in K-12 programs for the future 11-20 years beyond the 5-year district facilities work program.

Nothing reported for this section.

**Twenty-Year Planned Utilization**

Schedule of planned capital outlay projects identifying the standard grade groupings, capacities, and planned utilization rates of future educational facilities of the district for both permanent and relocatable facilities.

Grade Level Projections	FISH Student Stations	Actual 2022 - 2023 FISH Capacity	Actual 2022 - 2023 COFTE	Actual 2022 - 2023 Utilization	Actual 2023 - 2024 / 2042 - 2043 new Student Capacity to be added/removed	Projected 2042 - 2043 COFTE	Projected 2042 - 2043 Utilization
Elementary - District Totals	14,821	14,821	11,373.32	76.74 %	0	11,373	76.74 %
Middle - District Totals	11,421	10,274	7,122.24	69.32 %	0	7,122	69.32 %
High - District Totals	9,167	8,409	6,995.05	83.18 %	0	6,995	83.18 %
Other - ESE, etc	1,478	495	224.97	45.45 %	0	225	45.45 %
	<b>36,887</b>	<b>33,999</b>	<b>25,715.58</b>	<b>75.64 %</b>	<b>0</b>	<b>25,715</b>	<b>75.63 %</b>

**Combination schools are included with the middle schools for student stations, capacity, COFTE and utilization purposes because these facilities all have a 90% utilization factor. Use this space to explain or define the grade groupings for combination schools.**

No comments to report.

**Twenty-Year Infrastructure Planning**

**Proposed Location of Planned New, Remodeled, or New Additions to Facilities in 11 thru 20 out years (Section 28).**

Nothing reported for this section.

**Plans for closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues in the 11 thru 20 out years (Section 29).**

Nothing reported for this section.

# ALACHUA COUNTY 2040 MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT  
AUGUST 2023

PRODUCED FOR



PRODUCED BY



# ALACHUA COUNTY 2040 MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT  
AUGUST 2023

Produced for: Alachua County



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August 31<sup>st</sup>, 2023

Chris Dawson, AICP  
Transportation Planning Manager  
Alachua County  
10 SW 2<sup>nd</sup> Avenue  
Gainesville, FL 32601

**Re: Alachua County 2040 Mobility Plan & Mobility Fee Technical Report**

Dear Chris:


Enclosed is the Technical Report for the 2040 Mobility Plan and Mobility Fee Technical Report. The Mobility Fees are intended to replace the Multimodal Transportation Mitigation (MMTM) program within the Urban Cluster and the Transportation Impact Fee (TIF) system for rural residential land uses. The Technical Report details the methodology, based on the most recent and localized data, used to calculate the Mobility Fees, and demonstrates a rational connection between growth and the need for projects in the updated Mobility Plan consistent with the requirements of Florida Statute.

The Mobility Fees features two (2) Assessment Areas based on the need for Mobility Plan projects. The Mobility Fees for the East Assessment Area are all less than current MMTM and TIF rates due to future mobility project needs being primarily multimodal and transit improvements over the next 17 years. The Mobility Fees for the West Assessment Area are up to 50% higher than existing rates due to future mobility project needs being a combination of road capacity, multimodal and transit improvements over the next 17 years. Road capacity needs include extending the County's current street network and the widening of SW 20<sup>th</sup> Avenue and NW 23<sup>rd</sup> Avenue over Interstate 75. A recent court case in Florida established that Fees reflect differences in growth and the need for improvements to accommodate that growth.

For Mobility Fee rates that increase 25% or less, the Mobility Fees can be phased-in equal increments over a two-year period. For Mobility Fee rates that increase between 25.01% and 50.0%, the Fees are required by Florida Statute to be phased-in equal increments over a four-year period. The County can elect to phase-in all increases over four-year period to limit impact to new development and the four-year phase-in would be consistent with the phasing for the County's Fire Protection and Park System Impact Fees. The existing MMTM rates were phased-in over a three-year period when they were adopted.

The Technical Report also includes detail that supports increasing the threshold for assessment of residential Mobility Fees 2,600 sq. ft. to somewhere between 3,500 to 5,500 sq. ft. The calculated Mobility Fee is consistent with all legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test. The NUE Urban Concepts team looks forward to continuing to work with County staff to finalizing the Technical Report and prepare the Mobility Fee Ordinance for adoption.

Sincerely,



Jonathan B. Paul, AICP  
Principal



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## EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided “concurrent” with the impacts of new development. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2005, Alachua County enacted Transportation Impact Fees (TIF) System. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency and impact fees. In 2010, Alachua County adopted a Mobility Plan and in 2011 adopted its Multimodal Transportation Mitigation (MMTM) program as an alternative concurrency system within the Urban Cluster. The MMTM replaced the TIF system, except for new vested developments in the Cluster and new development outside the Cluster.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for local governments. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as mobility fees based on a plan of improvements (aka mobility plan), to allow new development to equitably mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments. In 2019, the Legislature required mobility fees follow the same statutory process requirements as impact fees.

Alachua County’s updated 2040 Mobility Plan continues the development of an efficient, safe, and connected multimodal transportation system that provides travel choices for all users and meets future mobility needs from new development. The Mobility Plan features a mixture of projects such as: sidewalks, paths, trails, bicycle lanes, road widenings, new streets, safety enhancements, intersection improvements, along with related plans, programs, and studies.

The Mobility Fee features two (2) Assessment Areas and three (3) Benefit Districts to ensure Mobility Fees paid to the County are spent on projects in the Mobility Plan that provide a mobility benefit to new development that paid the Mobility Fee. The Mobility Fee will replace the MMTM program and the TIF system. **The Alachua County 2040 Mobility Plan and Mobility Fee Technical Report, dated August 2023, documents the data and methodology used to develop a Mobility Fee, based on the 2040 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statute Sections 163.3180 and 163.31801, along with Florida Statute Chapter 380.**

ALACHUA COUNTY MOBILITY FEE	East Assessment Area			West Assessment Area		
	NON TND/TOD	TND	TOD	NON TND/TOD	TND	TOD
Use Categories, Use Classifications, and Representative Uses						
<b>Residential Uses Per 1,000 Sq. Ft.</b>						
Affordable & Workforce Residential	\$813	\$692	\$611	\$1,757	\$1,496	\$1,319
Urban Cluster Residential	\$1,623	\$1,378	\$1,218	\$3,506	\$2,976	\$2,631
Urban Cluster Residential Expansion	\$811	\$689	\$607	\$1,753	\$1,488	\$1,312
Outside Urban Cluster Residential	\$1,761	--	--	\$3,803	--	--
Outside Urban Cluster Residential Expansion	\$880	--	--	\$1,902	--	--
<b>Recreation Uses per 1,000 Sq. Ft. or unit of measure</b>						
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	\$4,065	\$3,455	\$3,048	\$8,781	\$7,463	\$6,584
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	\$6,217	\$5,284	\$4,664	\$13,432	\$11,416	\$10,076
<b>Institutional Uses per 1,000 Sq. Ft.</b>						
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	\$1,804	\$1,533	\$1,353	\$3,897	\$3,311	\$2,923
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	\$1,107	\$941	\$830	\$2,391	\$2,033	\$1,793
Private Education (Day Care, Private Primary School, Pre-K)	\$2,027	\$1,724	\$1,520	\$4,380	\$3,724	\$3,285
<b>Office Uses per 1,000 Sq. Ft.</b>						
Office (General, Higher Education, Hospital, Professional, Tutoring)	\$2,936	\$2,495	\$2,203	\$6,343	\$5,390	\$4,760
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	\$4,260	\$3,621	\$3,196	\$9,203	\$7,823	\$6,905
<b>Industrial Uses per 1,000 Sq. Ft.</b>						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	\$1,966	\$1,671	\$1,476	\$4,248	\$3,609	\$3,189
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	\$659	\$561	\$496	\$1,424	\$1,211	\$1,071
<b>General Commercial Uses per 1,000 Sq. Ft.</b>						
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	\$3,075	\$2,614	\$2,307	\$6,643	\$5,646	\$4,984
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	\$7,136	\$6,065	\$5,352	\$15,417	\$13,104	\$11,562
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	\$12,253	\$10,416	\$9,189	\$26,471	\$22,502	\$19,852
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	\$13,559	\$11,525	\$10,170	\$29,293	\$24,899	\$21,970
Convenience Store (With or Without Motor Vehicle Fueling)	\$21,741	\$18,481	\$16,307	\$46,970	\$39,925	\$35,228
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	\$17,264	\$14,674	\$12,948	\$37,296	\$31,701	\$27,973
<b>Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging &amp; Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)</b>						
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	\$12,581	\$10,693	\$9,435	\$27,179	\$23,101	\$20,384
Overnight Lodging per Room	\$2,572	\$2,186	\$1,928	\$5,557	\$4,724	\$4,165
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	\$1,239	\$1,055	\$1,055	\$2,677	\$2,278	\$2,010
Ecotourism or Agritourism per Dwelling	\$400	--	--	\$864	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	\$4,650	\$3,952	\$3,487	\$10,045	\$8,538	\$7,534
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	\$12,803	\$10,882	\$9,602	\$27,659	\$23,510	\$20,744
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	\$4,130	\$3,511	\$3,097	\$8,922	\$7,584	\$6,691
Pharmacy Drive-Thru per Lane	\$9,480	\$8,058	\$7,111	\$20,481	\$17,409	\$15,361
Quick Service Restaurant Drive-Thru per Lane	\$16,079	\$13,667	\$12,059	\$34,736	\$29,526	\$26,052



## **INTRODUCTION**

Alachua County developed Fire Protection, Park System and Transportation Impact Fees in 2004, based on a report titled “A Report Presenting Development Impact Fees.” The Impact Fees became effective in 2005. In 2007, Alachua County updated its Transportation Impact Fee (TIF) system to introduce a reduced impact fee for traditional neighborhood developments and a higher impact fee for rural development outside the County’s Urban Cluster. The County’s Impact Fees are only assessed on new development in unincorporated Alachua County. The County has not required any municipality to collect impact fees on its behalf.

In 2008, Alachua County faced a lawsuit from the Springhill Development of Regional Impact (DRI) for denying a request for a comprehensive plan amendment due to transportation concurrency and land use compatibility and a lawsuit from residents for approval of a comprehensive plan amendment for the Newberry Village Transportation Concurrency Exception for Projects that Promote Public Transportation (TCEPPT).

The County also had several roadway projects approaching capacity and a desire from the Board of County Commissioners (BOCC) to address transportation mobility by means other than widening roadways. Direction was provided to the County Administrator to approach the State of Florida to address transportation concurrency.

The Concurrency and Impact Fee Administrator with Alachua County Growth Management Staff, now the Principal of NUE Urban Concepts, had a prior history working with the Florida Department of Community Affairs (DCA) and Florida Department of Transportation (FDOT) on transportation concurrency in Hillsborough County. Alachua County staff requested a joint meeting with both Departments about developing an innovative alternative to transportation concurrency based on Florida Statute that would provide alternatives to County’s outside Miami Dade and Broward in 2008.

With approval from the BOCC and based on prior professional experience working relationships on alternative approaches to transportation concurrency, Alachua County staff worked with DCA and FDOT to use Alachua County as a real-world model to develop criteria for Mobility Plans and Mobility Fees as an alternative to transportation concurrency.

A joint study was submitted by DCA and FDOT to the Florida Legislature in 2009. While the Legislature did not take formal action to incorporate Mobility Fees into Florida Statute, DCA and FDOT supported Alachua County’s efforts to develop an alternative mobility funding system.



The Multimodal Transportation Mitigation (MMTM) program, a precursor to a Mobility Fee, was ultimately developed to provide an alternative to transportation concurrency for new development within the Urban Cluster. The 2030 Mobility Plan for the MMTM program was adopted in 2010 and the MMTM rates, based on projects in the 2030 Mobility Plan, were adopted in 2011. The County's MMTM program received awards from DCA and 1000 Friends of Florida for its innovative approach to provide an alternative to transportation concurrency.

Alachua County was the first to adopt an alternative transportation concurrency system under the guidance developed for a mobility plan and a mobility fee. The adoption of the MMTM program in 2011 vested any approved development plans in the Urban Cluster to the Transportation Impact Fee (TIF) system. Any new development that had not received development plan approval within the Urban Cluster would be required to enter into an MMTM agreement and pay the established MMTM rates. The adoption of the MMTM program in 2011 made the TIF system only applicable to residential development outside the Urban Cluster.

In 2011, the Florida Legislature adopted the "Community Planning Act" that ended state mandated transportation concurrency, made it optional for local governments, and replaced DCA with the Florida Department of Economic Opportunity (DEO). There was a lot of statewide confusion after the "Community Planning Act" was adopted. In 2013, the Florida Legislature provided additional guidance under the "Community Planning Act" by amending Florida Statute Section 163.3180 to expressly authorize local governments to adopt Mobility Fees, based on a plan of mobility improvements, as an alternative mobility funding system.

Prior to 2015, Alachua and Pasco County were the only two local governments in Florida to adopt alternative mobility funding systems. In 2015, Osceola and Sarasota Counties, along with the Cities of Altamonte Springs and Maitland adopted Mobility Plans and Mobility Fees. After 2016, local governments throughout Florida have adopted alternative mobility funding systems, with mobility plans and mobility fees being the primary alternative elected by local governments.

The Alachua County MMTM program has been in effect for over a decade and the County has made substantial progress towards implementing the 2030 Mobility Plan, specifically: (1) the filling in of gaps and the extension of SW 8<sup>th</sup> Avenue between SW 20<sup>th</sup> Avenue and SW 143<sup>rd</sup> Street as a parallel alternative to Newberry Road; and (2) the Celebration Pointe Bridge and SW 45<sup>th</sup> Street multimodal corridor as an alternative to the Archer Road and Interstate 75 interchange. The MMTM program has allowed for development to equitably mitigate its transportation mobility impact through either payment of the MMTM to the County or the construction of mobility improvements established in the 2030 Mobility Plan.



## Alachua County Mobility Fee

The MMTM agreements have served their intended purpose as an alternative to transportation concurrency. With mobility fees now having been authorized by Florida Statute for over a decade, it is an appropriate transition for the County to migrate, from its MMTM program inside the Urban Cluster and the TIF system outside of the Urban Cluster, towards a unified Mobility Fee system for new development in unincorporated Alachua County.

The current MMTM is based on a 2030 Mobility Plan developed in 2008 and adopted in 2009. The capital improvements and projects in the Mobility Plan have been updated as part of the development of a Mobility Fee to reflect additional needs from projected increases in travel demand by 2040. This Technical Report documents the data and methodology used to develop a Mobility Fee based on the most recent and localized data as required by Florida Statute.

The County does not require any municipality to collect its MMTM or TIF on behalf of the County. The adoption of a Mobility Fee will not change this for any lands within municipal limits or where a complete and valid Annexation application has been submitted to a municipality prior to the effective date of the Mobility Fee.

The County may require payment of the Mobility Fee for all property in unincorporated Alachua County that is annexed into a municipality after the effective date of the Mobility Fee, unless otherwise prohibited by a currently adopted Developer agreement or an MMTM agreement. A municipality could opt-in to the County's Mobility Fee system. An amendment to the Mobility Fee may be required if multimodal capital improvements are added to the Mobility Plan to account for a municipality opting to participate in the County's Mobility Fee system.

Within the Urban Cluster of unincorporated Alachua County, the Mobility Fee will be assessed on new development that is not covered under an existing approved and currently active MMTM Agreement. The adoption of the Mobility Fee will not modify any existing approved and unexpired MMTM agreement or a complete and valid MMTM agreement applied for prior to the effective date of the Mobility Fee. For development with an MMTM agreement that amends its development plan approvals to increase density or intensity, any new development not covered under the MMTM agreement would be assessed a Mobility Fee.

Outside the Urban Cluster in unincorporated Alachua County, the Mobility Fee will be assessed on new development that has not applied for a building permit or that has an expired building permit. The adoption of the Mobility Fee will not modify a TIF assessment for any approved building permit or any complete and valid building permit application submitted to the County prior to the effective date of the Mobility Fee.



The County may require an evaluation of the impact of a Comprehensive Plan amendment, that results in an increase in density and intensity, would have on the adopted Mobility Plan and Mobility Fee, and may require mitigative measures based on that impact. The County may need to amend its Comprehensive Plan, within a year of adopting a Mobility Fee Ordinance, to ensure that the Comprehensive Plan and the Mobility Plan are consistent and that any conflicting language due to the adoption of a Mobility Fee is removed to be consistent with requirements of Florida Statute Sections 163.6177, 163.3180, and 163.31801.

Mobility Fees in terms of their implementation, are similar to the existing MMTM program. The following is a brief summary of what “are” and “are not” Mobility Fees:

**Mobility Fees “are”:** (1) a streamlined one-time assessment on new development within unincorporated Alachua County; (2) intended to offset the transportation impact of new development; (3) a funding source for Mobility Plan projects; and (4) deposited into special revenue funds for Mobility Fees to be expended within three defined benefit districts.

**Mobility Fees “are not”:** (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; (3) assessed within a municipality; and (4) deposited into general revenue funds of the County.

The calculated Mobility Fee includes existing and reasonably anticipated funding of capital improvements and projects by 2040. The Mobility Fee anticipates the majority of funding for capacity improvements on State Roads will come from federal and state funds. Reasonably anticipated funds from the County’s infrastructure sales tax for mobility related capital improvements are also included in the Mobility Fee calculation.

The Mobility Fee system features two (2) geographical based Assessment Areas for unincorporated County (**Map A**). The Mobility Fee, like the current MMTM program, also includes Assessment Areas for Traditional Neighborhood Developments (TNDs) and Transit Oriented Developments (TODs) based on projected internal capture and mode share.

Assessment Areas define where Mobility Fees will be collected from new development. The intent of different Assessment Areas is to differentiate Mobility Fee rates based on travel characteristics, internal capture for mixed-use developments, or the need for future Mobility Plan projects within a defined geographic location.



The new East Assessment Area encompasses areas of unincorporated County east of SR 121 and east of Interstate 75, south of SR 121. The new West Assessment Area encompasses areas of unincorporated County west of SR 121 and west Interstate 75, south of SR 121. Mobility Fees within the East Assessment Area are lower due to Mobility Plan project need being multimodal facilities (i.e., bike lanes, sidewalks, paths, trails) versus new road capacity projects. Mobility Fees within the West Assessment Area are higher due to the need for future road capacity projects.

Mobility Fees, similar to the MMTM and TIF, will be assessed at the time of building permit application, or its functional equivalent, and are required to be paid prior to the issuance of a certificate of occupancy or when equivalent approval is granted by the County. Some approvals, such as a change of use or outdoor commercial recreation activities may not require a building permit. The County is not mandating municipalities collect the County's Mobility Fee on its behalf. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own mobility fee or transportation impact fee system.

The Mobility Fee system features three (3) Benefit Districts for unincorporated County (**Map B**). Mobility Fee Benefit Districts define where collected Mobility Fees will be expended. Local governments are legally and statutorily required to spend Mobility Fees on projects identified in the Mobility Plan that provide a mobility "**benefit**" to the new development that paid the Mobility Fee.

The current MMTM program also has three (3) Benefit Districts. The existing boundaries between the Northwest and Southwest Benefit Districts have been shifted north so that the boundary between the two (2) Benefit Districts is now Newberry Road. The previous boundary was SW 8<sup>th</sup> Avenue, as improvements for SW 8<sup>th</sup> Avenue were the top 2030 Mobility Plan projects. With completion of the SW 8<sup>th</sup> Avenue improvements, the boundary is recommended to shift northward to reflect the top needed road capacity project for the Southwest Benefit District being the widening of SW 20<sup>th</sup> Avenue and top needed road capacity project for the Northwest Benefit District being the widening of NW 23<sup>rd</sup> Avenue over Interstate 75.

The eastern boundary of both Benefit Districts has also shifted to the east along SR 121 and Interstate 75, south of SR 121. This is the same boundary as the East and West Assessment Areas. The East Benefit District features a mixture of multi-use paths, trails and transit improvements and services as top priority projects. The boundaries of the Benefit Districts are intended to reflect similar travel patterns and needs for Mobility Plan projects to be funded by Mobility Fees.



When Mobility Fees are paid by new development, they will be deposited into three (3) special funds established by the County, one for each Benefit District. Since the projects funded by the MMTM and Mobility Fee are similar in nature, the County's existing special funds for the MMTM program can be converted into the special funds for Mobility Fee Benefit Districts.

The County would also earmark remaining funds in the three (3) Transportation Impact Fee accounts to fund road capacity projects and to sunset the Transportation Impact Fee special fund accounts. For fiscal year 24/25, the County could have just three (3) special funds for each of the Mobility Fee Benefit Districts and sunset existing MMTM and TIF special funds.

The Mobility Fee Ordinance will provide for the expenditure of Mobility Fee funds across the boundaries of Benefit Districts if there is a written finding that the project would provide a mobility benefit to new development that paid Mobility Fees within each Benefit District. For example, a dedicated transit lane or multi-use path along Newberry Road would provide a mobility benefit to new development in the Northwest and Southwest Benefit Districts.

The Florida Legislature requires that any increase in existing impact fees be phased-in over a multi-year period and that the increase does not exceed 50% above the existing fee rates, unless there is a finding of extraordinary circumstances. For fees that increase 25% or less, fees are required to be phased-in over two years. For fees that increase between 25.01% and 50.00%, the increase is required to be phased-in over a four-year period.

Overall, because the current MMTM rates are based on a Mobility Plan that was developed to meet future mobility needs, the increase in Mobility Fees for all land uses are 50% or less over the existing MMTM rates. Thus, the County does not need to pursue extraordinary circumstances for the conversion to a Mobility Fee system. Some of the Mobility Fee increases are less than 25%, thus the County can elect to phase-in the increases over a two-year period. The County can also elect to phase-in the Mobility Fee increase over a four-year period consistent with the phased-in increases for the updated Fire Protection and Park System impact fees. The phasing-in of Mobility Fees for more than two years would be further detailed in the Mobility Fee ordinance.

The Technical Report includes a reassessment of the current 2,600 sq. ft. threshold. Based on a detailed review of the square footage of single-family detached residential uses in Alachua County constructed between 2006 and 2023. The County could reasonably increase the threshold between 3,500 and 5,500 sq. ft. In workshops with the Board of County Commission, there have been discussions to increase the threshold to 4,000 sq. ft. for residential land uses.





The Board of County Commissioners (BOCC) will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program (CIP). Mobility Fee revenues may be expended on Mobility Plan multimodal projects within a Mobility Fee Benefit District, so long as the projects are included in the CIP or the BOCC votes to add the projects through an amendment to the CIP.

The BOCC may also elect to provide matching funds to projects identified in the Gainesville Alachua County Metropolitan Transportation Planning Organization (MTPO) Long Range Transportation Plan (LRTP) or the Florida Department of Transportation (FDOT) Transportation Improvements Program (TIP). The County may also expend Mobility Fee revenues on multimodal projects identified as part of the County's sales tax program or on Special Plans or Studies adopted by the BOCC.

In recognition that the County's multimodal system is dynamic, the 2040 Mobility Plan includes **Mobility Plan Implementation projects** to allow for the County to address needs and demands due to development activity, public private partnerships, advancing projects through matching funding, and unforeseen events. It is strongly recommended that any use of Mobility Fee funds be included in the CIP as the County's Chief Financial Officer, or functional equivalent, is required, as part of the County's Annual Financial Report submitted to the State of Florida pursuant to Florida Statute Chapter 218 Section 32, to submit a statement that mobility fees were collected and expended consistent with Florida Statute 163.31801.

The County's Mobility Plan has been updated to identify mobility projects needed to meet projected travel demand in 2040. A Mobility Fee, based on the updated Mobility Plan projects, has been developed to replace the County's Multimodal Transportation Mitigation (MMTM) program within the Urban Cluster and the Transportation Impact Fee (TIF) outside the Urban Cluster. This Technical Report demonstrates that the updated Mobility Plan and the Mobility Fee meets the dual rational nexus test and rough proportionality test, along with the requirements of Florida Statute Sections 163.3180 and 163.31801 and Florida Statute Chapter 380.

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## LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed “concurrent”, transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka “deficient” or “backlogged”).

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90’s, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).



The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements. In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did not meet requirements to qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades. The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process. Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.



The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency. Florida Statute Section 163.3180(1) provides local governments with flexibility to establish concurrency requirements:

***“Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction”.***

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact. Florida Statute Section 163.3180(5)(i) states:

***“If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development’s identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government’s plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).”***

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government and the Legislature encouraged local governments to adopt alternative mobility funding systems and specifically references mobility fees, based on a plan for mobility improvements.



Accordingly, the Florida Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs, provides the following direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180:

***“Transportation Concurrency***

***In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.***

***Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.***

***It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.***

***Mobility Fee Based Plans***

***If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:***

***Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity, and density.***

***Adoption of an area wide level of service not dependent on any single road segment function. Exempting or discounting impacts of locally desired development.***



***Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.***

***Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.***

***Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.” (Appendix A)***

In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i):

***“If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development’s identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government’s plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).”***

The Legislature recognized mobility fees as alternative mobility funding systems to replace transportation concurrency and proportionate share systems under Florida Statute Section 163.3180. The elimination of state mandated transportation concurrency was the culmination of 20 years of amendments to Florida Statute Section 163.3180 and a recognition that governments cannot build their way out of congestion. The allowance to adopt alternative mobility funding systems was a recognition of the need for government to proactively plan for mobility in their community, instead of reactively regulating traffic and road capacity.

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## THE IMPACT FEE ACT & CASE LAW OVERVIEW

Local governments through-out Florida began adopting road impact fees in the late 70's and early 80's as a means for new development to pay for its traffic impact and provide local governments with revenues to fund transportation infrastructure improvements. Counties, especially Charter Counties, began to require that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities through-out Florida challenged the ability of counties to compel municipalities to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to cost of acquiring developed land and fierce opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their homes.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents would come out in opposition to new road capacity improvements and road capacity was either available or was cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties, when development activity did meet concurrency, only to see those road impact fees being spent on new road capacity projects outside of urban areas that made it even easier for development activity to continue to sprawl outside municipalities.

Further, the courts frequently sided with counties, as municipalities that did challenge the legality of counties compelling them to collect impact fees did not offer alternatives to show how they would address the traffic impacts from new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Further, these challenges also existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had adopted enabling legislation, elected to defer to the significant case law that had been developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.



In 2009, the Legislature made several changes to the “Impact Fee Act”, the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff. Prior to 2020, there had yet to be a legal challenge to impact fees in Florida since the 2009 legislation, due in large part to the great recession and the fact that many local governments either reduced impact fees or placed a moratorium on impact fees between 2009 and 2015.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the “Impact Fee Act”, the most significant of which was the requirement that fees not be collected before building permit. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits for improvements and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the “Impact Fee Act”, which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development. The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials. Florida Statute Section 163.31801 now reads as follows **(Appendix B)**:

- “(1) This section may be cited as the “Florida Impact Fee Act.”***
  
- “(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.***





**(3) For purposes of this section, the term:**

**(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).**

**(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.**

**(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:**

**(a) Ensure that the calculation of the impact fee is based on the most recent and localized data.**

**(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.**

**(c) Limit administrative charges for the collection of impact fees to actual costs.**

**(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.**

**(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.**

**(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.**

**(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.**



- (h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.*
- (i) Ensure that revenues generated by the impact fee are used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.*
- (5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.*
- (b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).*
- (6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.*

  - (a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.*
  - (b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.*
  - (c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.*
  - (d) An impact fee increase may not exceed 50 percent of the current impact fee rate.*
  - (e) An impact fee may not be increased more than once every 4 years.*
  - (f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.*
  - (g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:*



1. ***A demonstrated need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.***
2. ***The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).***
3. ***The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.***

***(h) This subsection operates retroactively to January 1, 2021.***

- (7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established.***
- (8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.***
- (9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.***
- (10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after the date the act become law.***
- (11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.***



- (12) *This section does not apply to water and sewer connection fees.*
- (13) *In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district county, municipality, or special district must report all of the following information data on all impact fees charged:*
- (a) *The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.*
  - (b) *The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.*
  - (c) *The amount assessed for each purpose and for each type of dwelling.*
  - (d) *The total amount of impact fees charged by type of dwelling.*
  - (e) *Each exception and waiver provided for construction or development of housing that is affordable.”*

One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that Alachua County’s Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the “**need**” for new Mobility Plan projects and the mobility “**benefits**” provided to those who pay the fee, otherwise known as the “dual rational nexus test”, herein further described as:

**The “Need” for additional (new) capital facilities (projects) to accommodate the increase in demand (impact) from growth (new development), and**

**The “Benefit” that the new growth receives from the payment and expenditure of fees to construct the new capital facilities (projects).**

In addition to the “dual rational nexus test”, the U.S. Supreme Court in *Dolan v. Tigard* also established a “rough proportionality test” to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The “rough proportionality test” requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The “rough proportionality test” further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.



The Courts recognized the authority of a municipality to impose “impact fees” in Florida occurred in 1975 in the case of *City of Dunedin v. Contractors and Builders Association of Pinellas County*, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: “that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S.”

The Court set forth the following criteria to validate the establishment of an impact fee:

***“...where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose.” 312 So.2d 763, 766, (1975).***

The case was appealed to the Florida Supreme Court and a decision rendered in the case of *Contractors and Builders Association of Pinellas County v. City of Dunedin* 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that “impact fees” did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

***“The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermitt any discussion of refunds for that reason.” 329 So.2d 314 321, 322 (Fla. 1976)***

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.



The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing *Banberry v. South Jordan*. In the case, the Court held that: “the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred” (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 899 (Utah 1981)). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 904 (Utah 1981)):

- “(1) the cost of existing capital facilities;***
- (2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);***
- (3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);***
- (4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;***
- (5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;***
- (6) extraordinary costs, if any, in servicing the newly developed properties; and***
- (7) the time-price differential inherent in fair comparisons of amounts paid at different times.”***

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970’s and early 1980’s led to the first use of what ultimately became known as the “dual rational nexus test” in *Hollywood, Inc. v. Broward County*; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

***“... the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents.”*** (*Hollywood, Inc. v. Broward County*, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983)).



In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the “dual rational nexus test”. The first case was *Nollan v. California Coastal Commission* which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public’s view of the beach. Justice Scalia delivered the decision of the Court: “The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (*Nollan v. California Coastal Commission*, 483 U. S. 825 (1987))”. The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (*Nollan v. California Coastal Commission*, 483 U. S. 836, 837 (1987)).

The second case, *Dolan v. Tigard*, heard by the U.S. Supreme Court in 1994 solidified the elements of the “dual rational nexus test”. The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

***“Under the well-settled doctrine of “unconstitutional conditions,” the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an “essential nexus” exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development.” Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)***

The U.S. Supreme Court in addition to upholding the “essential nexus” requirement from *Nollan* also introduced the “rough proportionality” test and held that:

***“In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is “rough proportionality.” No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the “reasonable relationship” test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)”***



An often-overlooked component of *Dolan v. City of Tigard* is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

***“The city made the following specific findings relevant to the pedestrian/bicycle pathway: “In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion.” We think a term such as “rough proportionality” best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.***

***With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner’s development reasonably relate to the city’s requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway “could offset some of the traffic demand . . . and lessen the increase in traffic congestion.”***

***“As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, “[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand’ is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand.” 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated.” Dolan v. City of Tigard, 512 U.S. 687 (1994).***

The U.S. Supreme Court recently affirmed, through *Koontz vs. St. Johns River Water Management District*, that the “dual rational nexus” test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

***“Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner’s relinquishment of a portion of his property unless there is a “nexus” and “rough proportionality” between the government’s demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented***





***Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield.” Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).***

***“That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed “in lieu” of real property dedications—are “commonplace” and are “functionally equivalent to other types of land use exactions.” To subject monetary exactions to lesser, or no, protection would make it “very easy for land-use permitting officials to evade the limitations of Nollan and Dolan.” Furthermore, such a rule would effectively render Nollan and Dolan dead letters “because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement’s value.” Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).***

The Florida First District Court of Appeals recently affirmed, through *The BoCC of Santa Rosa County vs. the Builders Association of West Florida*, that impact fees are required to meet the “dual rational nexus” test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

***“Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the “most recent and localized data.” § 163.31801(3)(a), Fla. Stat.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).***

The Court cited expert testimony that the County’s school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

***“the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).***

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## **GROWTH**

The first requirement of the “**dual rational nexus**” for the County’s Mobility Fee is to demonstrate that there is a need for multimodal projects to accommodate the increase in person travel demand from development activity. An evaluation of existing population and employment and projected growth in population and employment was conducted for Alachua County (**Table 1**).

Current population data for Alachua County is based on the annual projections prepared by the Bureau of Economic and Business Research (BEBR) at the University of Florida. The projected increase in population is based on the medium estimate provided by BEBR.

The U.S. Census OnTheMaps Application was utilized to obtain total employment data in 2019. Total employment are all jobs (part-time and full-time) within the County, not the number of people who live and are employed in Alachua County. While 2020 employment data is available, due to Covid-19 and the impact on employment, the 2019 data was utilized. The 2040 employment projections are based on the historic growth on employment between 2009 and 2019.

The projected increase in both population and employment will generate additional person travel demand from new development. This increase in person travel demand will create a future “**need**” for Mobility Plan projects to meet that demand.

**TABLE 1. PROJECTED GROWTH**

Year	Population	Employees
<b>2022</b>	<b>287,872</b>	<b>139,570</b>
<b>2040 (Mobility Plan future year)</b>	<b>330,200</b>	<b>199,340</b>
<b>Increase</b>	<b>42,328</b>	<b>59,770</b>

**Source:** 2022 and 2040 population for Alachua County based on Bureau of Economic and Business Research (BEBR) based on data released in 2023. Employment in 2022 based on 2019 OnTheMap application employment data provided by the U.S. Census Bureau multiplied by a 2.9% annual growth rate (**Appendix C**). The 2022 and 2040 projected employment based on annual growth rate of 2.9% between 2009 and 2019 (**Appendix C**). The 2019 employment data was utilized due to the Covid-19 pandemic.

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## MOBILITY FEE ASSESSMENT AREAS

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas define where development activity is assessed and where Mobility Fees are collected from that new development. Benefit districts define where Mobility Fees collected from new development can be expended on Mobility Plan projects.

Assessment areas maybe based on either a geographic location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development will only pay the calculated mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations have different mobility needs to meet projected travel demand. Different assessment areas are also established for mixed-use developments that will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. The primary purpose in establishing multiple assessment areas is to reflect differences in mobility fees based on either mobility needs or reductions in external trips due to internal capture and mode share.

The Mobility Fee system features two (2) geographical based Assessment Areas for unincorporated County (**Map A**). The new East Assessment Area encompasses areas of unincorporated County east of SR 121 and east of Interstate 75, south of SR 121. The new West Assessment Area encompasses areas of unincorporated County west of SR 121 and west Interstate 75, south of SR 121. The two Mobility Fee Assessment Areas reflect that the updated 2040 Mobility Plan features very different road capacity needs in eastern Alachua County versus western Alachua County.

The establishment of the Mobility Fee Assessment Areas was in recognition of the recent court case between the Santa Rosa County Board of County Commissioners versus the West Florida Builders Association related to school impact fees. The courts found that there was a difference in projected need for new schools based on population growth and that the calculated school impact fees did not appropriately reflect the difference in the need for new schools based on geographic location and projected growth within the County.



The 2030 Mobility Plan, which serves as the basis for calculation of the existing MMTM rates, included road, multimodal, and transit capacity projects for areas through-out the Urban Cluster of Alachua County. The road capacity projects in the eastern portion of unincorporated Alachua County have either been completed, such as capacity projects along SE 43<sup>rd</sup> Street, or determined to no longer be needed by 2040, such as the widening of NE 39<sup>th</sup> Avenue (SR 222) near the Gainesville Regional Airport.

The Mobility Fee reflects that the 2040 Mobility Plan features very different road capacity needs in eastern Alachua County versus western Alachua County. The mobility projects in eastern Alachua County are primarily new sidewalks, paths, trails, and transit facilities and services. The mobility projects in western Alachua County include new road capacity, along with new sidewalks, paths, trails, and transit facilities and services. The new road capacity projects in western Alachua County include the widening for two (2) bridges over Interstate 75, the widening of portions of Archer Road and Williston Road, and the construction of new two (2) lane roads.

The calculated Mobility Fees within the East Assessment Area are lower due to Mobility Plan project need being multimodal facilities (i.e., bike lanes, sidewalks, paths, trails) versus new road capacity projects. The calculated Mobility Fees within the West Assessment Area are higher due to the need for future road capacity projects.

The current MMTM program has different Assessment Areas for Traditional Neighborhood Developments (TNDs) and Transit Oriented Developments (TODs) based on projected internal capture and mode share. The calculated Mobility Fee also includes different rates for TNDs and TODs. The rates differ for TNDs and TODs depending on whether they are located in the East or West Assessment Areas. This approach has been used in the 2022 update of Sarasota County's Mobility Plan and Mobility Fee conducted by NUE Urban Concepts.

Mobility Fees, similar to the MMTM and TIF, will be assessed at the time of building permit application, or its functional equivalent, and are required to be paid prior to the issuance of a certificate of occupancy or when equivalent approval is granted by the County. Some approvals, such as a change of use or outdoor commercial recreation activities may not require a building permit. The County is not mandating municipalities collect the County's Mobility Fee on its behalf. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own mobility fee or transportation impact fee system.



## VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future Mobility Plan projects within the County. The model network from latest version of the Northeast Florida Regional Planning Model (NEFRPM) was used to evaluate the VMT growth within Alachua County between 2015 and 2045 (**Appendix D**).

The growth in Vehicle Miles of Travel (VMT) between 2023 and 2040 was evaluated for both the East and West Assessment Areas and Interstate 75 (**Map C**). The projected increase in VMT of 2,017,371 within Alachua County will generate additional vehicle travel demand and create a “need” for Mobility Plan projects to meet that demand (**Table 2**).

The Mobility Fee calculations utilize travel on limited access facilities to adjust overall travel lengths in the calculation of person travel demand. Travel on limited access facilities is excluded from Mobility Fee calculations due to improvements being primarily funded through federal gas taxes. Interstate 75 is the only limited access facility within Alachua County.

**TABLE 2. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)**

Year	East Evaluation Area	West Evaluation Area	Interstate 75	Total
2015 (Model base year)	2,840,148	3,431,207	2,260,021	8,531,376
2023 (Mobility Fee base year)	3,104,737	3,747,338	2,500,218	9,352,293
2040 (Mobility Fee future year)	3,751,700	4,519,176	3,098,789	11,369,665
<b>VMT increase (2023 to 2040)</b>	<b>646,963</b>	<b>771,838</b>	<b>598,571</b>	<b>2,017,371</b>

**Source:** Projected growth in VMT prepared by NUE Urban Concepts, LLC (**Appendix D**). The 2015 base year and 2045 future year VMT were extracted using the FDOT District 2 Northeast Florida Regional Planning Model Activity Model Version 2.0 by FuturePlan Consulting, LLC. The model files were obtained from FDOT District 2 and the Gainesville Alachua County Metropolitan Planning Organization (MTPO). The annual growth rates are as follows: 1.12% East Evaluation Area; 1.11% West Evaluation Area; 1.27% Interstate 75. The model growth rates were used to calculate the 2023 Mobility Fee base year VMT. The VMT increase is based on the difference between 2023 and 2040.

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## PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for multimodal projects to move people. To account for multimodal trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person and vehicle trips and trip length data for Florida obtained from the 2017 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on PMT and VMT per trip purpose. The evaluation of the vehicle and person data from the 2017 NHTS resulted in a person miles of travel factor (PMTf) of 1.83 (Appendix E).

**Figure 1: Person Miles of Travel (PMT) Increase**

**Person Miles of Travel increase (PMTi)**

$$\sum \text{VMT} = (\sum \text{Vehicle per Trip} \times \sum \text{Average Vehicle Trip Length})$$

$$\sum \text{PMT} = (\sum \text{Persons per Trip} \times \sum \text{Average Person Trip Length})$$

$$\text{PMTf} = (\sum \text{ of PMT} / \sum \text{ of VMT})$$

$$\text{VMTi} = (2040 \text{ VMT} - 2023 \text{ VMT})$$

$$\text{PMTi} = (\text{VMTi} \times \text{PMTf})$$

**WHERE:**

VMT = Vehicle Miles of Travel

PMT = Person Miles of Travel

$\sum$  VMT = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)

$\sum$  PMT = Sum of Person Miles of Travel by trip purpose (Appendix E)

PMTf = Person Miles of Travel factor

VMTi = Vehicle Miles of Travel Increase (Table 2)

PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC



The increase in person miles of travel (PMT) is based on the projected increase in vehicle miles of travel (VMT) multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on **Figure 1**. The total increase of 1,183,942 person miles of travel (PMT) for the East Evaluation area and 1,412,464 person miles of travel (PMT) for the West Evaluation area demonstrates that there is projected growth in future travel demand by 2040 (**Table 3**).

Travel on limited access facilities is not included in the calculation of increases in PMT. The growth in PMT will result in the “**need**” for multimodal projects to accommodate the increase in future travel demand (**Table 3**). The documented increase in PMT and the identification of needed Mobility Plan projects demonstrates compliance with the “**needs**” test of the dual rational nexus test.

The following is the calculation for the increase in PMT for the Evaluation Areas:

**East Evaluation Area: VMT increase x PMTf = PMTi (646,963 x 1.83 = 1,183,942)**

**West Evaluation Area: VMT increase x PMTf = PMTi (771,838 x 1.83 = 1,412,464)**

**TABLE 3. INCREASE IN PERSON MILES OF TRAVEL (PMTi)**

VMT & PMT	East Evaluation Area	West Evaluation Area
2040 Vehicle Miles of Travel increase (VMTi)	646,963	771,838
Person Miles of Travel factor (PMTf)	1.83	1.83
Total Increase in Person Miles of Travel (PMTi)	1,183,942	1,412,464

*Source:* The 2040 VMT increase was obtained from **Table 2**. PMTi obtained by multiplying VMTi by the PMTf per **Figure 1**. The calculation for the increase in PMT is illustrated above **Table 3**. Evaluation Areas illustrated on **Map C**.

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## MOBILITY FEE

The bases for Alachua County’s Mobility Fee are the updated projects identified in the 2040 Mobility Plan, consistent with Florida Statute 163.3180(5)(i). Mobility Fees collected from new development are to be expended on the projects identified in the Mobility Plan (**Figure 2**). The projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the “needs” requirement of the dual rational nexus test. The Mobility Fees collected from new development are to be used to fund the needed projects to provide a mobility benefit to new development and serve the increase in person travel demand from that development, consistent with the “benefits” requirement of the dual rational nexus test.

Figure 2. Mobility Plan and Mobility Fee







## EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging development activity for an existing transportation deficiency (aka over capacity or backlogged roads), except for Mobility Fees. Per Florida Statute Section 163.3180(i), Mobility Fees can be assessed to cure an existing transportation deficiency; other alternative mobility funding systems may not. The capacity of the major road system has been evaluated on a system-wide basis to ensure that development activity is not being charged for existing transportation deficiencies.

The Existing Conditions Evaluation (ECE) is achieved by dividing vehicle miles of travel (VMT) by vehicle miles of capacity (VMC). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies. Based on the evaluation of existing conditions, the VMT/VMC ratio for 2023 is 0.63 (**Table 4**). Thus, there are no backlogged facilities on a system-wide basis for which development activity would be assessed. Development activity will only be assessed on its share of the cost to provide new capacity. The existing transportation system provides adequate capacity to meet existing travel demand. For purposes of the Mobility Fee calculation, the Existing Conditions Evaluation factor (ECEf) is set to 1.00.

**TABLE 4. 2023 EXISTING CONDITIONS EVALUATION (ECE)**

Functional Classification	Length (miles)	Lane Miles	2023 VMT	2023 VMC	VMT to VMC (VMT/VMC)
Local	11.4	22.8	25,170	100,780	0.25
Minor Collector	51.4	102.8	58,395	409,889	0.14
Major Collector	131.1	255.3	661,870	1,467,070	0.45
Minor Arterial	66.2	146.3	643,022	969,889	0.66
Major Arterial	8.9	17.8	133,970	145,960	0.92
Principal Arterial	93.6	349.8	1,306,490	2,552,890	0.51
Limited Access	35.3	211.8	2,113,080	2,227,860	0.95
<b>Total</b>	<b>397.9</b>	<b>1,106.5</b>	<b>4,941,997</b>	<b>7,874,388</b>	<b>0.63</b>

*Source:* Existing conditions evaluation is based on Traffic Characteristics Data for the County (**Appendix F**). The Traffic Characteristics Data was obtained from the County and FDOT. VMT = AADT x length of a road segment. VMC = Daily capacity x length of a road segment.



## MOBILITY PLAN SUMMARY

The Alachua County 2040 Mobility Plan includes detailed descriptions for each project that serves as the basis for development of the Mobility Fee, including a table of new Mobility Plan Implementation projects (**Appendix G**). Updated 2040 Mobility Plan maps have been developed as part of this Technical Report, including a map that highlights the new projects incorporated into the Mobility Plan and the addition of multi-use facilities in eastern Alachua County outside the Urban Cluster (**Map Series D**).

Planning level cost (PLC) estimates have been developed for Mobility Plan projects based on cost from the County and FDOT District Two (**Appendix G**). To account for the capacity benefit provided by Mobility Plan projects, a person mile of capacity (PMC) was established for projects included in the Mobility Plan (**Appendix G**). The FDOT Generalized Service Volume Tables (**Appendix H**) were used to establish daily vehicle capacities for roads (**Appendix I**). The person miles of travel factor (PMTf) of 1.83 developed from the 2017 National Household Travel Survey (NHTS) was utilized to convert vehicle capacity to person capacity (**Appendix E**). Multimodal capacities for bicycling, walking, and transit were also established for multimodal facilities (**Appendix J**). The following is a summary of the total length in miles or total number of projects, planning level cost (PLC) estimates, and the person miles of capacity (PMC) for the projects in the Mobility Plan (**Table 5**).

**TABLE 5. MOBILITY PLAN PROJECT SUMMARY**

Projects	Length (Miles) or Number	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Road & Transit Projects	34.31 miles	\$254,134,365	648,401
Multimodal Projects	91.82 miles	\$54,430,797	461,016
Transit Projects	18 projects	\$47,481,944	170,000
Mobility Plan Implementation Projects	8 projects	\$58,750,630	337,700
Total	126.13 miles & 26 projects	\$414,797,736	1,617,117

*Source:* Mobility Plan projects (**Appendix G**). Mobility Plan maps (**Map Series D**). PLC and PMC are rounded to the nearest whole number.



Mobility Plan Implementation projects includes projects to be identified in the upcoming Countywide Pedestrian, Bicycle and Trails Master Plan, safe routes to schools, high visibility crosswalks, safety enhancements, micromobility programs, planning studies, and upgrades to existing transit stops (**Appendix G**). The establishment of Mobility Plan Implementation projects is in recognition that the County’s multimodal transportation system in dynamic. On an annual basis, new needs and priorities arise due to: (1) new development; (2) funding and grant opportunities, and (3) the need to protect the health, safety, and general welfare of the public.

Prior to the next update of the Mobility Fee, the County should undertake an update of the Mobility Plan to reflect 2045 or 2050 needs based on either updates of its Comprehensive Plan or an update of the Long-Range Transportation Plan. The Mobility Plan update should further detail the Mobility Plan Implementation projects as the County has several plans and studies that it intends to undertake over the next five years before the Mobility Fee is required to be updated.

The 2040 Mobility Plan features very different mobility project needs for the East and West Assessment Areas (**Appendix G**). Within the East Assessment Area, the mobility need is primarily for multimodal and transit projects (**Table 6**). The share of Mobility Plan Implementation Projects was split roughly even between the three benefit districts resulting in +/- 34% of the PLC and PMC allocated to the East Assessment Area. The recent court ruling in BoCC vs. West Florida Builders highlighted the need for fees, impact or otherwise, to reflect geographic growth and the need for improvements to serve that growth.

**TABLE 6. MOBILITY PLAN PROJECTS: EAST ASSESSMENT AREA**

<b>Projects</b>	<b>Length (Miles) or Number</b>	<b>Planning Level Cost (PLC)</b>	<b>Person Miles of Capacity (PMC)</b>
<b>Road &amp; Transit Projects</b>	<b>1.50 miles</b>	<b>\$4,311,603</b>	<b>21,600</b>
<b>Multimodal Projects</b>	<b>54.08 miles</b>	<b>\$30,585,163</b>	<b>259,224</b>
<b>Transit Projects</b>	<b>3 projects</b>	<b>\$11,614,236</b>	<b>68,000</b>
<b>Mobility Plan Implementation Projects</b>	<b>8 projects</b>	<b>\$19,975,214</b>	<b>114,818</b>
<b>Total</b>	<b>55.58 miles &amp; 11 projects</b>	<b>\$66,486,216</b>	<b>463,642</b>

*Source:* Mobility Plan projects (**Appendix G**). Mobility Plan Implementation share (34%). PLC and PMC rounded to the nearest whole number.



The mobility need within the West Assessment Area is a mixture of road capacity, multimodal, and transit projects (**Appendix G**). However, the largest mobility need is primarily for new road capacity projects (**Table 7**). The share of Mobility Plan Implementation Projects was split roughly even between the three benefit districts resulting in +/- 64% of the PLC and PMC allocated to the West Assessment Area. The recent court ruling in BoCC vs. West Florida Builders highlighted the need for fees, impact or otherwise, to reflect geographic growth and the need for improvements to serve that growth.

**TABLE 7. MOBILITY PLAN PROJECTS: WEST ASSESSMENT AREA**

Projects	Length (Miles) or Number	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
<b>Northwest Benefit District</b>			
Road & Transit Projects	17.00 miles	\$123,487,713	310,085
Multimodal Projects	12.45 miles	\$6,355,888	44,640
Transit Projects	6 projects	\$12,114,236	34,000
Mobility Plan Implementation Projects	8 projects	\$19,387,708	111,441
<b>Total</b>	<b>29.45 miles</b>	<b>\$161,345,545</b>	<b>500,166</b>
<b>Southwest Benefit District</b>			
Road & Transit Projects	15.81 miles	\$126,335,049	316,716
Multimodal Projects	25.29 miles	\$17,489,746	157,152
Transit Projects	9 projects	\$23,753,472	68,000
Mobility Plan Implementation Projects	8 projects	\$19,387,708	111,441
<b>Total</b>	<b>41.10 miles</b>	<b>\$186,965,975</b>	<b>653,309</b>
<b>West Assessment Area</b>			
Road & Transit Projects	32.81 miles	\$249,822,762	626,801
Multimodal Projects	37.74 miles	\$23,845,634	201,792
Transit Projects	15 projects	\$35,867,708	102,000
Mobility Plan Implementation Projects	8 projects	\$38,775,416	222,882
<b>Total</b>	<b>70.55 miles</b>	<b>\$348,311,520</b>	<b>1,153,475</b>
<i>Source: Mobility Plan projects (Appendix G). Mobility Plan Implementation share (34%). PLC and PMC rounded to the nearest whole number.</i>			



## FUNDING

The availability of funding for Mobility Plan projects over the next 17 years is projected to come from a variety of funding sources. Alachua County can allocate a portion of gas taxes and infrastructure sales tax towards Mobility Plan projects. Gas taxes have been declining locally, statewide and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. Neither the Federal Government nor the State of Florida have raised gas taxes in a number of years. The gas taxes that are available are largely earmarked for maintenance and operations of the existing transportation network.

The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards Mobility Plan projects. There has been some discussion of a VMT tax to replace the gas tax at the federal and state level. There are several states that are testing pilot programs for a VMT tax. Given the current political climate, a VMT tax is unlikely to pass anytime soon. However, as a greater number of electric vehicles and autonomous vehicles come online, overtime there will be renewed interest in replacing the gas tax with a VMT fee.

The Gainesville Alachua County Metropolitan Transportation Planning Organization (TPO) has some available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). Most of the projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward Interstate 75. Historically, there have been some grants, earmarks, and the use of the various pool of funds identified in the LRTP to allocate towards multimodal projects in Alachua County. There are several corridor and intersection improvements that are already funded.

There are two (2) proposed widenings to State Roads within the West Assessment Area. To calculate the attributable cost of multimodal projects to development activity, it is reasonably anticipated that 90% of the funding for the widening of Archer Road and 95% of the funding for Williston Road will come from federal, state, and other local non-County funding sources (**Table 8**). The City of Gainesville, due to recent annexations, is projected to contribute up to 5% of the cost for Williston Road as a local non-County funding source. The remaining cost could be funded from various local sources as a match to advance projects, such as gas taxes, sales tax, or Mobility Fees.

The County has currently funded the widening of NW 23<sup>rd</sup> Avenue to a two (2) lane divided roadway. The County also anticipates that 10% of the cost of multimodal projects in the West Assessment Area will be funded through local means such as gas tax or sales tax revenues (**Table 8**).



The 2040 Mobility Plan has added Multi-Use Off Road Facilities along both County and State Roads within the East Assessment Area. Within the Urban Cluster in the East Assessment Area many of the facilities would replace existing off-street multimodal facilities. The majority of County and State Roads outside the Urban Cluster within the East Assessment Area do not currently have off-street multimodal facilities. The County anticipates that 25% of the cost of multimodal projects in the East Assessment Area would be funded from locally available revenues (**Table 8**). For State Roads, it is anticipated that 50% of the cost of multimodal projects on State Roads outside the Urban Cluster in the East Assessment Area would be funded from federal and state sources (**Table 8**).

**TABLE 8. REASONABLY ANTICIPATED FUNDING**

Funded Projects	Anticipated Funding
Archer Road widening from Tower to SW 122 <sup>nd</sup>	\$48,952,544
Williston Road widening from SW 43 <sup>rd</sup> to SW 63 <sup>rd</sup>	\$8,352,663
NW 23 <sup>rd</sup> Avenue widening from NW 55 <sup>th</sup> to NW 83 <sup>rd</sup>	\$6,984,641
Multimodal Funding West Assessment Area	\$2,384,563
<b>Total Reasonably Anticipated Funding for West Assessment Area</b>	<b>\$66,674,412</b>
Multimodal Funding East Assessment Area	\$7,646,291
State Road Multi-Use Off Road Facilities outside Urban Cluster	\$6,486,530
<b>Total Reasonably Anticipated Funding for East Assessment Area</b>	<b>\$14,132,821</b>

*Source:* Reasonably anticipated funding is based on 90% of the cost for Archer Road and 95% of the cost for Williston Road to be funded by federal, state, and local non-County funds. NW 23<sup>rd</sup> Avenue is funded in the FY 23/ 24 budget from local sources. Multimodal projects are anticipated for 25% funding for the East and 10% for the West Assessment Areas from locally available revenues. State Road Multi-Use Off Road Facilities outside the Urban Cluster within the East Assessment Area are reasonably anticipated to be funded at 50% from federal and state sources as these corridors currently lack off-road multimodal facilities.

If additional revenues or cost equal to 20% or more of the total cost of the Mobility Plan projects occurs prior to the next update of the Mobility Fee in Fiscal Year 26/27, then the County should update the Mobility Fee to reflect reasonably anticipated revenues or increased cost. The 2040 Mobility Plan total cost with anticipated funding is \$333,990,503. Thus, additional funding or cost equal to \$66,748,101 or would necessitate the need to update the Mobility Fee. If changes in revenues and cost off-set each other, then an update of the Mobility Fee would not be required.



## NEW GROWTH EVALUATION (NGE)

To ensure that new growth is not paying for more than its fair share of the cost of the multimodal projects identified in the Mobility Plan, as required by case law, a new growth evaluation (NGE) has been conducted. The NGE is based on the projected increase in person miles of travel (PMT) and the projected increase in person miles of capacity (PMC) from Mobility Plan projects.

A PMT / PMC ratio less than 1.00 means that more multimodal capacity is being provided than is needed to accommodate future travel demand. A ratio greater than 1.00 means that development is not being charged more than its fair share of the cost of the Mobility Plan projects and no additional adjustments are needed. The calculation for the new growth evaluation factor (NGEf) is illustrated in **Figure 3**.

The following is the calculation for the increase in NGEf for the Assessment Areas:

$$\text{East Assessment Area: } \text{PMT}_{ie} / \text{PMC}_{ie} = \text{NGE}_{fe} (1,183,942 / 463,642 = 2.55)$$

$$\text{West Assessment Area: } \text{PMT}_{iw} / \text{PMC}_{iw} = \text{NGE}_{fw} (1,412,464 / 1,153,475 = 1.22)$$

**FIGURE 3. NEW GROWTH EVALUATION (NGE)**

**New Growth Evaluation factor (NGEf)**

$$\text{NGE}_{fe} = (\text{PMT}_{ie} / \text{PMC}_{ie})$$
$$\text{NGE}_{fw} = (\text{PMT}_{iw} / \text{PMC}_{iw})$$

If  $\text{NGEf} > 1.00$ , then the NGEf is set at 1.00

Where:

- NGEf = New Growth Evaluation factor (Table 9)
- e = East Assessment Area (Map A)
- w = West Assessment Area (Map A)
- PMC<sub>ie</sub> = Person Miles of Capacity (Table 6)
- PMC<sub>iw</sub> = Person Miles of Capacity (Table 7)
- PMT<sub>i</sub> = Person Miles of Travel increase (Table 3)

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The projected PMTi / PMCi ratio for the East Assessment Area is 2.55 (Table 9). The projected PMTi / PMCi ratio for the West Assessment Area is 1.22 (Table 9). Thus, new development is not being charged more than its attributable share of the cost of Mobility Plan projects. For purposes of the calculation of the Mobility Fee rate, the NGEf is set to 1.00.

**TABLE 9. NEW GROWTH EVALUATION FACTOR (NGEf)**

VMT & PMT	East Evaluation Area	West Evaluation Area
Increase in Person Miles of Travel (PMTi)	1,183,942	1,412,464
Increase in Attributable Person Miles of Capacity (PMCi)	463,642	1,153,475
New Growth Evaluation factor (NGEf)	2.55	1.22

*Source:* The increase in person miles of travel is from Table 3. The increase in person miles of capacity is from Tables 6 and 7. The new growth evaluation calculation is based on the formula in Figure 3.

## PERSON MILES OF CAPACITY RATE (PMCR)

The person miles of capacity rate (PMCr) are utilized to determine the Mobility Fee for land uses in the Mobility Fee schedule. The attributable PLC cost for the PMCr calculation is determined by subtracting available funding from the total cost of the Mobility Plan projects for each Assessment Area. The attributable PLC is multiplied by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf) to obtain the assignable cost of Mobility Plan projects.

The assignable cost of Mobility Plan projects is then divided by the increase in PMT (PMTi) to determine the PMCr (Figure 4). The calculation of the PMCr is based on the attributable planning level cost (PLC) and the person miles of capacity (PMC) for Mobility Plan projects for each Assessment Area.

The following is the calculation for the PMCr for the East Assessment Area:

$$\begin{aligned}
 \text{MPCae} &= (\text{MPCe} - \text{RAFe}); \text{ACe} = (\text{MPCae} \times \text{ECEf}) \times \text{NGEf}; \text{PMCre} = (\text{ACe} / \text{PMTie}) \\
 \$52,353,395 &= (\$66,486,216 - \$14,132,821); \$52,353,395 = (\$52,353,395 \times 1.00) \times 1.00 \\
 \$112.92 &= (\$52,353,395 / 463,642)
 \end{aligned}$$





**FIGURE 4. PERSON MILES OF CAPACITY RATE (PMCr)**

**Person Miles of Capacity Rate (PMCr)**

$$\text{MPCae} = (\text{MPCe} - \text{RAFe})$$

$$\text{ACe} = (\text{MPCae} \times \text{ECEf}) \times \text{NGEf}$$

$$\text{PMCre} = (\text{ACe} / \text{PMCi e})$$

$$\text{MPCaw} = (\text{MPCw} - \text{RAFW})$$

$$\text{ACw} = (\text{MPCaw} \times \text{ECEf}) \times \text{NGEf}$$

$$\text{PMCrw} = (\text{ACw} / \text{PMCi w})$$

e = East Assessment Area (Map A)  
w = West Assessment Area (Map A)

MPCe = Mobility Planning Cost (Table 6)  
MPCw = Mobility Planning Cost (Table 7)  
RAF = Reasonably Anticipated Funding (Table 8)  
MPCae = Attributable Mobility Plan Cost (Table 6)  
MPCaw = Attributable Mobility Plan Cost (Table 7)  
ECEf = Existing Conditions Evaluation factor of 1.00 (Table 4)  
NGEf = New Growth Evaluation factor of 1.00 (Table 9)  
AC = Assignable Cost  
PMCi = Person Miles of Capacity Increase  
PMCr = Person Miles of Capacity Rate

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With an assignable cost of **\$52,353,395** and a PMC increase of **463,642**, the calculated PMC rate for the East Assessment Area is **\$112.92 (Table 10)**. With an assignable cost of **\$281,387,108** and a PMC increase of **1,153,475**, the calculated PMC rate for the West Assessment Area is **\$243.95 (Table 10)**.

**TABLE 10. PERSON MILES OF CAPACITY RATE (PMCr)**

PMC Factors	East Evaluation Area	West Evaluation Area
Mobility Plan Cost (MPC)	\$66,486,216	\$348,311,520
Reasonably Anticipated Funding (RAF)	\$14,132,821	\$66,674,412
Attributable Mobility Plan Cost (MPCa)	\$52,353,395	\$281,387,108
Existing Conditions Evaluation Factor (ECEf)	1.00	1.00
New Growth Evaluation Factor (NGEf)	1.00	1.00
Attributable Cost (AC)	\$52,353,395	\$281,387,108
Person Miles of Capacity Increase (PMCI)	463,642	1,153,475
Person Miles of Capacity Rate (PMCr)	<b>\$112.92</b>	<b>\$243.95</b>

**Source:** The cost of Mobility Plan projects is obtained from **Tables 6 and 7**. Reasonably anticipated funding is obtained from **Table 8**. The existing conditions evaluation factor (ECEf) is obtained from **Table 4**. The new growth evaluation factor (NGEf) is obtained from **Table 9**. The person miles of miles increase (PMCI) is obtained from **Table 3**. The person miles of capacity rate (PMCr) are determined per the calculation in **Figure 4**.

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## PERSON TRAVEL DEMAND PER LAND USE (PTDU)

The calculation of person travel demand (PTD) for each use included on the County's Mobility Fee schedule is used in conjunction with the Mobility Fee rate to determine the Mobility Fee for each land use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

### Trip Generation

Trip generation rates are based on daily trip information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> edition*. The detail for the daily trip generation rates for each land use is included in **Appendix K**. For uses where daily trips are not provided or there are only a few samples, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix K**.

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

### Internal Capture factor (ICf)

The internal capture factor reflects the reduced impact on the overall transportation system by compact, mixed-use, interconnected developments developed based on New Urbanism principals due to a reduction in the number of trips on external roadways. The Florida Department of Transportation (FDOT) conducted several studies in Florida for larger scale mixed-use developments back in 1995. While the ITE's Trip Generation Handbook, 3rd edition has made some improvements on evaluating mixed-use development and urbanized areas; it is still lagging recent studies that have shown higher rates.



The Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 684 “Enhancing Internal Trip Capture Estimation for Mixed-Use Development” is increasingly being recognized nationally as a more accurate and representative analysis methodology for internal capture than ITE. The NCHRP Report has incorporated the FDOT studies for mixed-use development with other studies conducted across the U.S. The Report has summarized several studies conducted through-out the U.S. that illustrate internal capture rates that range between 10% and 50% (**Appendix L**).

The transportation impact for Traditional Neighborhood Developments (TND) that feature a mixture of land uses within a defined area have been reduced by 15% to account for the internal capture of vehicular trips and for the increase in pedestrian and bicycle trips that occur when there is a mixture of uses served by an interconnected road network. The transportation impact for Transit Oriented Developments (TODs) that feature a mixture of land uses within a defined area have been reduced by 25% to account for the internal capture of vehicular trips and for the increase in pedestrian, bicycle and transit trips that occur when there is a mixture of uses served by an interconnected road network.

While the County’s land use policies for TNDs require a mixture of land uses, with the exception of TNDs along high-volume arterial roads, the majority that have been approved over the last decade have provided the minimum required non-residential uses. A greater mixture of uses is required to achieve a larger internal capture. There is also often a lag between residential uses and non-residential uses being constructed, thus delaying internal capture.

The implementing mobility fee ordinance includes a provision that allows any private applicant to provide a more detailed mobility fee analysis to request a higher mixed-use rate based on a methodology agreed to with County staff and subject to County staff concurrence with the findings of the analysis. The Internal Capture adjusted trip generation rates for the mobility fee schedule of uses is included in **Appendix K**.

### **% New Trips**

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE’s Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. The concept is better understood based on the following example:

$$(10 \text{ trips} \times (100\% - 30\% \text{ pass-by rate})) = 7 \text{ trips or } 70\% \text{ new trips}.$$



While ITE’s Trip Generation does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. A pass-by trip is a trip that is traveling and stops at another land use between an origin point (commonly a dwelling) and a destination (place of employment). The detail for the % new trips is included in **Appendix M**.

**Trip Length (TL)**

Trip length is based on data by trip purpose collected as part of the 2017 National Household Travel Survey (NHTS). The NHTS data is based on 5,706 unique survey data points for trips that occur in Florida that average 15 miles or less in length. Several trip purposes have been combined to reflect trip characteristics more accurately for the land uses established in the Mobility Fee schedule (**Appendix M**). For rural residential uses, the NHTS data is based on 2,312 unique survey data points for residential trips that occur in Florida that average 20 miles or less in length.

**Limited Access Evaluation Factor (LAEf)**

Travel on Interstate 75 is excluded from Mobility Fee calculations as Interstate 75 is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on Interstate 75, a limited access factor has been developed based on 2023 VMT (**Table 2**). The limited access evaluation factor (LAEf) of 0.733 is based on 26.7% of VMT occurring on Interstate 75 (**Table 11**). The LAEf is applied to the Trip Length per land use to derive an adjusted trip length (**Appendix M**). The adjusted trip length is used in the calculation of Vehicle Miles of Travel per land use.

**TABLE 11. LIMITED ACCESS EVALUATION FACTOR (LAEf)**

Facility	2023 VMT
Collector & Arterial Roads VMT	6,852,075
Limited Access	2,500,218
Total VMT	9,352,293
Limited Access Evaluation Factor (LAEf)	0.733

*Source:* 2023 VMT (**Table 2**). LAEf calculation:  $2,134,586 + 782,454 = 2,916,721$ ;  $(2,134,586 / 2,916,721) = .732$



### Vehicle Miles per Land Use (VMTu)

The result of multiplying trip generation rates, percentage of new trips, trip length and the limited access evaluation factor is the establishment of a per unit Vehicle Miles of Travel per land use (**Appendix M**). The VMTu reflects the projected Vehicle Miles of Travel during an average weekday per uses in the Mobility Fee schedule. The following is an example of the calculation for VMTu for a single-family detached residential dwelling unit:

$$((TG \times \% \text{ New Trips}) \times (TL \times LAEf)) = VMT; ((4.57 \times 1.00) \times (4.29 \times 0.733)) = 14.37$$

### Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert vehicle miles of travel to person miles of travel based on the recently released 2017 National Household Travel Survey (NHTS). The person miles of travel factor (PMTf) are used in the calculation of person travel demand (**Appendix M**). The NHTS data is based on 5,706 unique survey data points for Florida based on travel that average 15 miles or less in length (**Appendix N**). For rural residential uses, the NHTS data is based on 2,312 unique survey data points for residential trips that occur in Florida that average 20 miles or less in length.

The person miles of travel factors (PMTf) used to calculate person travel demand (PTD) for land uses vary by trip purpose (**Appendix N**). The PMTf is multiplied by the VMT per land use to calculate a Person Miles of Travel per use (PMTu) in the Mobility Fee schedule (**Appendix O**).

### Origin and Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. To avoid double counting of trips, the net person travel demand is multiplied by the origin and destination adjustment factor of 0.50. This distributes the impact of travel equally between the origin and destination of the trip and eliminates double charging.

### Person Travel Demand per Lane Use (PTDu)

The results of multiplying trip generation rates, percentage of new trips, trip length, the limited access evaluation factor, the person miles of travel factor, and the origin and destination factor are the establishment of a person travel demand per land use (**Appendix O**).



The PTDu calculation is illustrated in **Figure 5**. The PTDu reflects the projected person travel demand per land use during an average weekday per uses in the Mobility Fee schedule. The following is an example of the calculation for PTDu for a single-family detached dwelling unit:

$$((TG \times \% \text{ New Trips}) \times (TL \times LAEf)) = VMT; (VMT \times PMTf) = PMTu; (PMTu \times Odf) = PTDu$$

$$((4.57 \times 1.00) \times (4.29 \times 0.733)) = 14.37; (14.37 \times 2.00) = 28.74; (28.74 \times 0.50) = 14.37$$

**FIGURE 5. PERSON TRAVEL DEMAND PER LAND USE (PTDu)**

**Person Travel Demand per Land Use (PTDu)**

$$VMTu = ((TG \times \% \text{ NEW}) \times (TL \times LAEf))$$

$$PMTu = (VMTu \times PMTf)$$

$$PTDu = (PMTu \times Odf)$$
  

$$VMTtnd = (((TG \times \% \text{ NEW}) \times ICtnd) \times (TL \times LAEf))$$

$$PMTtnd = (VMTtnd \times PMTf)$$

$$PTDtnd = (PMTtnd \times Odf)$$
  

$$VMTtod = (((TG \times \% \text{ NEW}) \times ICtod) \times (TL \times LAEf))$$

$$PMTtod = (VMTtod \times PMTf)$$

$$PTDtod = (PMTtod \times Odf)$$
  

tnd = Traditional Neighborhood Development  
 tod = Transit Oriented Development  
 VMTu = Vehicle Miles of Travel per land use (Appendix M)  
 TG = Trip Generation (Appendix K)  
 % NEW = Percent of Trips that are Primary Trips (Appendix K)  
 ICtnd = Internal Capture rate of 15%  
 ICtod = Internal Capture rate of 25%  
 TL = Trip Length by Trip Purpose (Appendix M)  
 LAEf = Limited Access Evaluation factor of 0.733 (Table 11)  
 PMTu = Person Miles of Travel per land use (Appendix O)  
 PMTf = Person Miles of Travel factor by Trip Purpose (Appendix O)  
 PTDu = Person Travel Demand per land use (Appendix O)  
 Odf = Origin and Destination factor of 0.50

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## MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is evaluated through the development of a Mobility Fee schedule (**Appendix P**). The Mobility Fee is based on the person travel demand for each use (PTDu) listed on the Mobility Fee schedule multiplied by the person miles of capacity rate (PMCr) established in **Table 10**.

The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the County (**Appendix O**). The Mobility Plan and Mobility Fee has been developed to provide the mobility projects needed on City, County, and State roads to address growth in future travel demand within the County and allow development activity to mitigate its impact by payment of a Mobility Fee to the County.

The Mobility Fee schedule provides fees on per 1,000 square foot or applicable unit of measure basis (**Appendix Q**). The Mobility Fees assessed on new development, like the existing MMTM and TIF, are calculated recommendation on a per square foot basis or applicable unit of measure. The calculations for determining the Mobility Fee per land use is illustrated in **Figure 6** and uses the per 1,000 square foot unit of metric as an example. The Mobility Fee rates vary per assessment area and also vary if a land use is within a TND or a TOD.

The following is an example of the Mobility Fee calculation for a 1,750 sq. ft. single-family detached (r) dwelling within the West Assessment Area (w):

$$(PTDu \times PMCrw) = \text{Mobility Fee rate (MFrrw)}; \text{Single-Family (r) Sq. Ft.} / \text{UM} = \text{UMr}$$

$$\text{UMr} \times \text{MFrrw} = \text{Mobility Fee (MFrw)}$$

$$(14.37 \times \$243.95) = \$3,506; (1,750 / 1,000) = 1.75; (1.75 \times \$3,506) = \$6,135$$

The following is an example of the Mobility Fee calculation for a 110-room hotel (h) within the East Assessment Area (e) that is based on the number of rooms rather than per 1,000 sq. ft.:

$$(PTDu \times PMCre) = \text{Mobility Fee rate (MFrhe)}; \text{Number of Units} \times \text{MFrhe} = \text{Mobility Fee (MFhe)}$$

$$(22.78 \times \$112.92) = \$2,572; (110 \times \$2,572) = \$282,925.50$$





**FIGURE 6. MOBILITY FEE CALCULATION**

**Mobility Fee per land use (MFu)**

**MFru<sub>e</sub> = PTDu x PMCre**

**UMru = usf / 1,000**

**MFue = UMru x MRrue**

**MFru<sub>w</sub> = PTDu x PMCrw**

**UMru = usf / UM**

**MFuw = UMru x MRruw**

**e = East Assessment Area (Map A)**

**w = West Assessment Area (Map A)**

**PTDu = Person Travel Demand per land use (Appendix O)**

**PMCr = Person Miles of Capacity Rate (Table 10)**

**MFru = Mobility Fee rate per land use (Appendix P)**

**usf = Land use square footage**

**UM = Unit of Measure**

**UMr = Unit of Measure rate**

Prepared by NUE Urban Concepts, LLC

The Mobility Fee schedule seeks to strike a balance between the County’s Comprehensive Plan and current market trends. The uses included on the Mobility Fee schedule enable the County to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the County’s Comprehensive Plan. The calculated Mobility Fee per land use within each Assessment Area is provided in **Appendix P**.

The Mobility Fee schedule of uses are broken down into the following five (5) components that are further described below the figure: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) assessment area; and (5) the mobility fee per land use. The following is an example the five (5) components of the mobility fee schedule (**Figure 7**).



**FIGURE 7. MOBILITY FEE SCHEDULE COMPONENTS**

Five (5) Components of a Mobility Fee Schedule					
Use Categories, Uses Classifications, & Representative Uses	(4 <sup>th</sup> Assessment Areas)				
	East Assessment Area			West Assessment Area	
	NON TND	TND	TOD	NON TND	TND
<b>(1<sup>st</sup> Use Category) = Institutional Uses per sq. ft.</b>					
<b>(2<sup>nd</sup> Use Classification) = Community Serving (3<sup>rd</sup> Representative Use) = (Civic, Museum, Performing Arts, Place of Assembly)</b>			<b>(5<sup>th</sup> Mobility Fee Rates) for each of the assessment areas</b>		

The first (1<sup>st</sup>) component are overall categories of land uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification.

These overall categories are generally consistent with the County Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per 1,000 square feet or a different unit of measure, such as the number of rooms for overnight lodging.

The second (2<sup>nd</sup>) component are individual land use classifications, such as community serving or commercial storage. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per 1,000 square feet.

The third (3<sup>rd</sup>) component are representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Child Care, Day Care, Private Primary School, Pre-K) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.



These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4<sup>th</sup>) component are the Mobility Fee Assessment Areas. The results of the Mobility Fee calculations illustrate that the Mobility Fee will be lower within the East Assessment Area and higher in the West Assessment Area. The Mobility Fees will also be lower for Traditional Neighborhood Developments (TNDs) and lowest for Transit Oriented Developments (TODs).

The fifth (5<sup>th</sup>) component are the Mobility Fee rates per individual use classification. The Mobility Fees are illustrated for each Mobility Fee Assessment Area. The Mobility Fee for an individual use is determined by multiplying the mobility fee rate by the applicable unit of measure.

### **Residential Land Uses**

Alachua County has used square footage for non-residential land uses for both its MMTM program and its TIF system. The Mobility Fee for residential uses will continue to be based on square footage. The current threshold for square footage is 2,600 sq. ft. based on data available at the time. An extensive analysis was conducted on square footage for residential uses in the County as part of the update of the Fire Protection and Park System Impact Fees. The data and analysis undertaken for the Impact Fee update is applicable to the Mobility Fees (**Appendix Q**).

The data and analysis support increasing the threshold to a level between 3,500 sq. ft. and 5,500 sq. ft. The increased threshold has been discussed as workshops and increasing the threshold to somewhere between 4,000 sq. ft. and 4,500 sq. ft. appears to be the most likely scenario. The Mobility Fee Ordinance will detail the final sq. ft. threshold. The evaluation of residential sq. ft. conducted for the Impact Fee update is provided in (**Appendix Q**).

### **Affordable & Workforce Housing**

The Mobility Fee schedule features a calculated Mobility Fee rate for affordable and workforce housing that is lower than the rate for residential uses in recognition that trip generation data for affordable housing, coupled with the number of households without access to a vehicle available, provides a defensible technical basis for having a lower mobility fee rate. The calculated mobility fee rate is roughly 50% of market rate residential uses and recognizing a lower rate for affordable and workforce housing is consistent with Florida Statute Section 163.3180 (5)(f)6.



Due to the various factors involved with determining what housing would qualify for the affordable or workforce housing designation, it is recommended that the County develop criteria for new development to qualify as providing affordable or workforce housing to be eligible for the lower Mobility Fee. Florida Statute Section 163.31801 (11) also allow the County to waive the Mobility Fee for affordable housing per Florida Statute Section 420.9071.

### **Recreational Uses**

The Mobility Fee schedule includes two (2) recreational use classifications: (1) outdoor commercial recreation; and (2) indoor commercial recreation. Outdoor recreation uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor commercial recreation category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, and dance studios. The use classifications have similar trip and trip length characteristics and reflect current real estate market trends.

### **Institutional Uses**

The Mobility Fee schedule features three (3) institutional use classifications: (1) community serving; (2) long term care; and (3) private education. Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs, lodges, and places of worship. Long term care uses include assisted living facilities, congregate care facilities, and nursing homes. Private education uses include day cares, private schools, and Pre-K. Public and charter schools are exempt from mobility fees and impact fees per Florida Statute.

### **Office Uses**

The Mobility Fee schedule features two (2) industrial use categories. The first use includes general industrial uses such as assembly, manufacturing, and trades. The second use is commercial storage uses such as mini-warehouses, outdoor storage, and warehouses.

### **Industrial Uses**

The Mobility Fee schedule features two office use categories. The first use is for general office uses such as accounting or real estate. The general office use also includes hospitals and higher education. The second use is medical, such as clinics, dentist, medical doctors, and veterinary. Medical uses generate two to three times the number of trips as a non-medical office use.



### **General Commercial Retail Land Uses**

The Mobility Fee schedule proposes six (6) general commercial retail use classifications: (1) local retail; (2) multi-tenant retail; (3) free-standing retail; (4) grocery or liquor store; (5) convenience store; and (6) quick service restaurants. To support smaller and more often local retail uses and in recognition that national chain retail uses have greater transportation impacts, a local retail use has been established with a lower mobility fee. It is recommended that the County develop criteria to qualify as a local business is coordination with applicable economic development entities. Until criteria is developed and a use is designated or approved as a Local Retail use, the Mobility Fee would not be applicable for a given land use.

A significant update in the 11<sup>th</sup> edition of the ITE Trip Generation Manual changed the multi-tenant retail center use classifications. This change prompted the development of a multi-tenant retail use classification, a free-standing retail use classification, and a grocery and liquor store use classification. These three land use classifications tend to have similar trip generation characteristics. The fifth category is convenience stores with or without a gas station. Convenience stores are the highest trip generating land use of all land uses in the ITE Manual, such as gas stations and fast-food restaurants. The sixth category is quick service restaurants that tend to have trip generation rates over 200 trips per 1,000 square feet.

### **Non-Residential Retail Land Uses**

Overnight lodging, which includes hotels, motels, inns, bed and breakfast and other overnight accommodations are assessed a Mobility Fee rate per room. Mobile Residences such as an RV, Travel Trailer, or Tiny Home in a park or multi-unit development are assessed per lot or space. Mobile Homes fall under residential land uses. To promote ecotourism and agritourism, a separate rate per dwelling unit has been established for uses that meet County criteria for such accommodations, which differ from overnight lodging.

To reflect higher travel demand, there are also six (6) individual uses that will be assessed additive mobility fees. As more land uses downsize, a Mobility Fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. A Mobility Fee for any retail building would be assessed at the appropriate mobility fee rate. In addition, uses with a bank, quick service restaurant, pharmacy drive-thru, car wash stalls, car repair or service bays, or a commercial motor vehicle charging or fueling position would pay additive fees based on the number of features proposed for the new development or existing development retrofit.



An additive fee is applied to quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one (1) or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, and two (2) drive-thru lanes and one (1) delivery pick-up lane, further increasing travel demand.

Financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional Mobility Fee is assessed per drive-thru lane. A Mobility Fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee for the car wash.

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging station or fueling position. Any motor vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Commercial uses for the repair of service of motor vehicles are assessed per bay. These uses include quick lube, tire service, general maintenance, or repairs. Mobility Fees will be assessed per bay, plus any mobility fee associated with any building space that are not captured as part of the bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee for the service bays.

Drive-thru lanes for pharmacies historically have only been associated with pharmacies. Increasingly grocery stores and superstores have been providing drive-thru pharmacy services. Given market trends for variety and dollar stores to evolve and offer additional uses such as motor vehicle fueling, it is reasonable that drive-thru pharmacy services may also be provided.



Quick service restaurant (aka fast food) uses have the highest impact of any retail land use and are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per quick service restaurant (QSR) drive-thru lane to capture the impact of QSR uses that offer one or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building.

The following is an example calculation of an additive mobility fee for a 2,250 square foot (sq. ft.) bank with two (2) drive-thru lanes within the West Assessment Area:

**Bank (3,000 sq. ft.) plus two (2) drive-thru lanes:**

**Mobility Fee rate for a free-standing bank (MFbw) = \$24,435 per 1,000 sq. ft.**

**Mobility Fee for a bank drive thru (MFbdtw) = \$27,179 per lane**

**Bank of 2,250 sq. ft. in size:  $2,250 / 1,000 = 2.25$ ;  $2.25 \times \$24,435 = \$54,977.72$**

**Bank has two (2) drive-thru lanes:  $2 \times \$27,179 = \$54,357.83$**

**2,250 sq. ft. MFbw plus two (2) drive-thru lanes MFbdtw:  $\$54,977.72 + \$54,357.83 = \$109,336$**

The following is an example calculation of an additive mobility fee for a 1,250 square foot (sq. ft.) quick service restaurant with four (4) drive-thru lanes within the East Assessment Area:

**Quick Service Restaurant (1,250 sq. ft.) plus four (4) drive-thru lanes:**

**Mobility Fee rate for a Quick Service Restaurant (MFqsre) = \$15,435 per 1,000 sq. ft.**

**Mobility Fee for a Quick Service Restaurant drive thru (MFqdte) = \$14,292 per lane**

**Quick Service Restaurant of 1,250 sq. ft. in size:  $1,250 / 1,000 = 1.25$ ;  $1.25 \times \$15,435 = \$19,181.84$**

**Quick Service Restaurant has four (4) drive-thru lanes:  $4 \times \$14,292 = \$57,169.16$**

**1,250 sq. ft. MFqsre plus four (4) drive-thru lanes MFqdte:  $\$19,181.84 + \$57,169.16 = \$76,351.00$**



## MOBILITY FEE COMPARISON

A comparison between the Mobility Fee and the MMTM has been prepared (**Appendix R**). As currently calculated, the Mobility Fee is intended to replace the MMTM program and the TIF system. The MMTM was adopted in 2011 based on a Mobility Plan prepared in 2010. The MMTM methodology based on road and multimodal capacity, increases in vehicle miles of travel, and the need for future multimodal improvements. The MMTM was based on the 8<sup>th</sup> Edition of the ITE Trip Generation Manual.

The Alachua County Transportation Impact Fee was adopted in 2006 based on a technical report prepared in 2005. The Transportation Impact Fee was updated in 2007 based on the 7<sup>th</sup> Edition of the ITE Trip Generation Manual. The Impact Fee methodology was primarily based on road capacity, increases in vehicle miles of travel, and the need for future road capacity. The Transportation Impact Fee is a consumption-based fee that evaluates the need for road capacity based on adopted service standards. The MMTM program and the Mobility Fee are both plan-based fees that evaluate the need for capacity based on a specific plan of improvements.

The Alachua County Mobility Fee is based on the updated 2040 Mobility Plan. Future travel demand is based on the latest FDOT Regional Travel Demand Model prepared for the Gainesville Alachua County 2045 Long Range Transportation Plan (LRTP). The Mobility Fee calculations are based on the 11<sup>th</sup> Edition of the ITE Trip Generation Manual, released in October of 2021. The 2040 Mobility Plan and Mobility Fee are utilizing the most recent and localized data as required by Florida Statute.

In 2021, the Florida Legislature amended Florida Statute Section 163.31801, known as the “Impact Fee Act”, to limit the percentage increase from updates of existing impact fees and to phase-in those updates. For impact fee updates that result in an increase of 25% or less over existing impact fees, increases in impact fees are required to be phased-in over a two-year period in equal increments. This amounts to a +/- 12.5% increase per year over a two-year period. Updates that result in an increase of existing fees between 25% and 50%, increases are required to be phased-in over a four-year period in equal increments. The amendment limits impact fee increases above existing impact fee rates to no more than 50% within a four (4) year period. The amendment also limits impact fee increases to once every four (4) years.

All Mobility Fees are less than 50% above the existing MMTM or TIF rates. For those land uses with an increase of 25% or less, the County can phase-in rates over a two (2) or four (4) year period. For those land uses with an increase between 25.01% and 50.0%, the County is required to phase-in the rates in equal increments over a four (4) year period.





## MOBILITY FEE BENEFIT DISTRICTS

A benefit district is an area within which Mobility Fees are earmarked for expenditure as required by the “**benefits**” test of the dual rational nexus test. To ensure that Mobility Fees paid by new development are expended to provide a benefit to those who have paid the Fee, the following are the three (3) Mobility Fee Benefit Districts (**Map B**):

- (1) East Benefit District,
- (2) Northwest Benefit District, and
- (3) Southwest Benefit District.

The current MMTM program also has three (3) Benefit Districts. The existing boundaries between the Northwest and Southwest Benefit Districts have been shifted north so that the boundary between the two (2) Mobility Fee Benefit Districts will be Newberry Road. The previous boundary was SW 8<sup>th</sup> Avenue, as improvements for SW 8<sup>th</sup> Avenue were the top 2030 Mobility Plan projects. With completion of the SW 8<sup>th</sup> Avenue improvements, the boundary is recommended to shift northward to reflect the top needed road capacity project for the Southwest Benefit District being the widening of SW 20<sup>th</sup> Avenue and top needed road capacity project for the Northwest Benefit District being the widening of NW 23<sup>rd</sup> Avenue over Interstate 75.

The eastern boundary of both Benefit Districts has also shifted to the east along SR 121 and Interstate 75, south of SR 121. This is the same boundary as the East and West Assessment Areas. The East Benefit District features a mixture of multi-use paths, trails and transit improvements and services as top priority projects. The boundaries of the Benefit Districts are intended to reflect similar travel patterns and needs for Mobility Plan projects to be funded by Mobility Fees.

When Mobility Fees are paid by new development, they will be deposited into three (3) special funds established by the County, one for each Benefit District. Since the projects funded by the MMTM and Mobility Fee are similar in nature, the County’s existing special funds for the MMTM program can be converted into the special funds for Mobility Fee Benefit Districts.

The County would also earmark remaining funds in the three (3) Transportation Impact Fee accounts to fund road capacity projects and to sunset the Transportation Impact Fee special fund accounts. For fiscal year 24/25, the County could have just three (3) special funds for each of the Mobility Fee Benefit Districts and sunset existing MMTM and TIF special funds.



The Mobility Fee Ordinance will provide for the expenditure of Mobility Fee funds across the boundaries of Benefit Districts if there is a written finding that the project would provide a mobility benefit to new development that paid Mobility Fees within each Benefit District. For example, a dedicated transit lane or multi-use path along Newberry Road would provide a mobility benefit to new development in the Northwest and Southwest Benefit Districts.

The NUE Urban Concepts Team is the first entity in Florida to use real time travel data to develop Mobility Plans and Mobility Fees. This real time data (aka big data) has been obtained from Streetlight © which uses cell phone and GPS data to evaluate real time trip characteristics, including origin and destination trips. This data was first used to develop the Mobility Plan and Mobility Fee for Walton County, Florida, home to Seaside and the birthplace of New Urbanism. The data helped in identifying seasonal demand for beach access and locations for mobility hubs and multimodal improvements to serve peak travel demands. The data also helped to evaluate trip clusters and high levels of internal and community capture to identify location to deploy microtransit service.

Our Team is currently using real time data to develop Mobility Plans and Mobility Fees for Okaloosa County and the Cities of Boynton Beach, Longwood, Oviedo, Palm Beach Gardens, and Port St. Lucie and the Villages of Indiantown and Lake Park in southeast Florida. The use of big data for the Alachua County Mobility Fee was to evaluate the Assessment Areas and Benefit Districts to ensure the boundaries reflect similar travel patterns and community capture within the Areas and Districts.

An Origin and Destination Evaluation was undertaken based on aggregated traffic analysis zones for Alachua County (**Map E**). The Origin and Destination Evaluation was done outside the Scope of Service for the update of the Mobility Plan and Mobility Fee. The evaluation is not a future projection of travel; it is based on an average of all trips to and from zones internal and external to the County between May 2021 and April 2022 using the Streetlight © data (**Appendix S**). The evaluation showed that 50% or more of the travel was internal to the Mobility Fee Assessment Areas and Benefit Districts, thus ensuring the boundaries reflect similar travel patterns. (**Appendix S**).

The Origin and Destination Evaluation was not used to update the Mobility Plan or calculate the Mobility Fee. It was undertaken by NUE Urban Concepts at no additional cost to the County to evaluate the Assessment Areas and Benefit Districts. The County should coordinate with its municipalities, the University of Florida, and Santa Fe College, FDOT, and the Gainesville-Alachua MTPo to fund and utilize big data in the next update of the LRTP and future updates of the Mobility Plan and Mobility Fee. The data is expensive, in excess of \$10,000 and the analysis is equally as expensive \$15,000. However, the ability to evaluate present day travel demand is significant.



## DEFINITIONS

*Additive Fee* shall mean a mobility fee based on a unit of measure that is assessed for a component of a high impact use that is outside of the square footage of the building and generates person travel demand. Additive fees are combined with any assessed mobility fee based on the square footage of a building or structure for the use. The mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

*Affordable and Workforce Housing* shall mean a residential use or designated as affordable or workforce housing per criteria established the County.

*Assessment Area* shall mean a geographic area with a specific mobility fee rate per use that is assessed to development activity at a uniform rate per use within defined areas of the County.

*Benefit District* shall mean a geographic area where fees that are paid by development activity are expended on multimodal projects within the district to provide a mobility benefit to the development activity that paid the fees.

*Capacity* shall mean the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

*Commercial Storage* shall mean buildings, structures, or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes. This use falls under Land Use Codes in the 100 Series of the ITE Trip Generation Manual.

*Community Serving* shall mean those uses that are operated by a civic origination, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly or worship. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods and services maybe offered for ancillary fundraising and sales to support the community serving use.



*Complete Streets* shall mean a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling, or using other forms of non-motorized travel, riding public transportation, or driving electric or gas-powered vehicles.

*Convenience Store* shall mean a use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive Mobility Fee per position. Convenience store uses with third party restaurants shall be assessed Mobility Fees for the areas for quick service and based on those applicable rates for the defined areas. Uses with quick service drive-thru lanes, Mobility Fees shall be assessed per drive-thru standards. Uses with motor vehicle cleaning shall be assessed per motor vehicle cleaning standards. These uses shall not be considered under multi-tenant or free-standing retail uses.

*Financial Service Drive-Thru Lane or Free-Standing ATM* shall mean any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay associated with any bank, credit union, or financial institution. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device, or ATM and/or the total number of free-standing ATM's.

*Free-Standing Retail* shall mean entertainment, personal service, restaurant, or general commercial uses in a single building where any single use under common ownership exceeds 75% of the total square footage of the building. Land Use Codes under the 400, 800 and 900 series. These include all Free-Standing uses not otherwise classified under the Mobility Fee Schedule.

*General Commercial Uses* shall mean those activities that require a monetary payment for goods, products, services, or which provide for sale, lease, or rent of goods, products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900. Monetary payment shall mean any form of payment via use of currency, card, or any electronic means of transactions.

*Grocery and Liquor Store* means grocery stoppers, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. These uses shall not be considered under multi-tenant or free-standing retail uses.



*Ecotourism or Agritourism* shall mean residential accommodations provided in support of ecotourism or agritourism uses permitted by the County.

*Indoor Commercial Recreation* shall mean facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales. The use would generally fall under the ITE Land Use Code 400 series.

*Industrial* shall mean those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

*Industrial Uses* shall mean those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

*Institutional Uses* shall mean those public or quasi-public uses that serve one or more community's social, educational, health, and cultural needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses.

*Internal Capture* shall mean an internal trip made between two distinct on-site land-uses at a mixed-use development without using the external off-site transportation system.

*ITE Trip Generation Manual* shall mean and refer to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Growth Management or Public Works.

*Level of Service (LOS)* shall mean a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level: a discrete stratification of a level of service continuum.



*Local Retail* shall mean those commercial activities which provide beverages, entertainment, food, goods, products, or services for lease, rent, or sale, on-site or off-site, or offer accommodations or use of space to individuals, businesses, or groups for rent and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900 and that meet the criteria to be designated as Local by the County.

*Long Term Care* shall mean communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities, and nursing homes with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

*Medical Office* shall mean a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics or emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

*Micromobility* shall mean electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

*Microtransit Vehicle* shall mean low speed vehicles such as autonomous transit shuttles, golf carts neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

*Mobile Home* shall mean any residential use or vehicle where one or more persons can temporarily or permanently reside and include any dwelling with wheels or which once had wheels on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Mobile homes, whether in a park or individual lot shall be considered a residential use and pay the applicable Mobility Fee. Parks may have common amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments.

*Mobile Residence* means land uses for the temporary or permanent placement of RVs, tiny homes on wheels, or travel trailers within parks or multi-unit developments with predefined lots or spaces that have connections for communications, electric, water and wastewater. Mobile residential parks may have common amenities and building with recreation uses, laundry and park office that are not assessed a Mobility Fee.

*Mobility* shall mean the ability to move people and goods from an origin to a destination by multiple modes of travel in a timely manner based on the speed of travel.



*Mobility Fee* shall mean a monetary exaction imposed on development activity to fund mobility projects identified in the Mobility Plan.

*Mobility Fee Expenses* shall mean expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of multimodal projects, (l) county administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for multimodal projects.

*Mobility Fee Schedule* shall mean the uses for which a Mobility Fee is to be assessed on development activity within the Mobility Fee Assessment Area. The schedule includes the Mobility Fee rates per unit of measure for each use.

*Mobility Fee Technical Report* shall mean the Alachua County 2040 Mobility Plan and Mobility Fee Technical Report dated August 2023 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a Mobility Fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the Mobility Fee.

*Mobility Plan* shall mean the Alachua County 2040 Mobility Plan dated August 2023 and updated by NUE Urban Concepts, LLC that identifies multimodal projects within the County to meet future person travel demand between 2023 and 2040 and serves as the basis for the County's Mobility Fee.

*Mobility Plan Implementation* shall mean mobility projects identified in the Mobility Plan in recognition that the Mobility Plan may be amended over time, development activity improvements maybe required beyond their impact and eligible to apply for credits, and that the Capital Improvements Program is updated annually and may include amended or new multimodal projects.



*Mobility Project* shall mean corridor and intersection improvements such as bike lanes, buffered bike lanes, intersections, interchanges, landscape, multi-use paths or trails, multimodal lanes, pedestrian overpasses or underpasses, roads, roundabouts, sidewalks, streets, and streetscape. Multimodal projects also include mobility policies, programs and services, wayfinding, micromobility devices, and microtransit vehicles and lanes. Projects can include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in functional classification of the road, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, right-of-way, easements, stormwater management facilities. These projects may also be referred to as Mobility Plan projects.

*Mode* shall mean the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

*Motor Vehicle* shall mean a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

*Motor Vehicle or Boat Cleaning* shall mean a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming Mobility Fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming, Mobility Fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

*Motor Vehicle Charging or Fueling* shall mean the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or with/out small convenience stores. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.





*Motor Vehicle Service* shall mean a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

*Multimodal* shall mean multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

*Multi-Tenant Retail* shall mean buildings and structures where any single use under a common lease or ownership is 75% or less of the total square footage of the building or the retail use is part of a unified Planned Development or Master Plan and shares access, circulation, parking, stormwater, and utilities with other retail uses. Multi-tenant retail uses offer business and personal goods, products, or services for sale and are not otherwise defined as a separate use on the Mobility Fee schedule. Land Use Codes under the 800 and 900 series of the ITE Trip Generation Manual would be considered retail uses.

*New Development* shall mean new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in person travel demand (aka impact) above the demand generated by the existing use of property. Property includes submerged lands. New development may also be referred to as new growth or development activity.

*Non-Residential Square Feet* means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.



*Office* shall mean general office, higher education, hospitals, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, brokerage, legal, real estate, insurance, investments and stocks, engineering, architecture, accounting, and technology. Banks and credit unions are excluded from this land use. Medical offices are excluded from this use.

*Office Uses* shall mean those businesses which provide medical and professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540 and 550. Land Use Code 620 is included under institutional uses.

*Outdoor Commercial Recreation* shall mean means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling, or biking that require paid admittance, membership, or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

*Overnight Lodging* shall mean places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

*Person Miles of Capacity (PMC)* shall mean the number of persons “capacity” that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

*Person Miles of Travel (PMT)* shall mean a unit to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying Person Trip Length by the number of Person Trips. Increase in future person miles of travel are used to plan multimodal project needs that form the basis for the Mobility Fee.

*Person Miles of Travel Factor (PMTf)* shall mean the factor utilized to convert vehicle miles of travel to person miles of travel to account for the number of persons per person trip.

*Person Travel Demand (PTD)* shall mean travel demand from development activity based on trip generation, pass-by trips, person trip length, limited access travel, state road travel, person miles of travel and trip purpose. The resulting Mobility Fees are roughly proportional to the person travel demand per use on the Mobility Fee schedule.



*Person Trip (PT)* shall mean a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

*Person Trip Length* shall mean the length of a person trip per trip purpose.

*Pharmacy Drive-Thru* means the drive-thru lanes associated with a pharmacy, grocery store, superstore, or any other retail use. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item. The fee per drive-thru is in addition to the retail fee per square foot for the pharmacy building.

*Private Education* shall mean a building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

*Quality of Service (QOS)* shall mean a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

*Quick Service Restaurant* shall mean a building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive Mobility Fee per drive-thru lane. These uses shall not be considered under free-standing retail uses.

*Quick Service Restaurant Drive-Thru* shall mean a delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The Mobility Fee per drive-thru is assessed in addition to the Mobility Fee assessed for the building. Drive-thru's maybe located in convenience stores, grocery or liquor stores, multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.



*Recreational Uses* shall mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

*Residential* shall mean dwelling units either within the urban cluster or outside the urban cluster and include single-family, multi-family, accessory dwelling units, dormitories, active adult, mobile homes, and tiny homes. RVs, travel trailers, and tiny homes on wheels are considered mobile residences in parks or multi-unit developments.

*Residential Square Feet* shall mean the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Residential square feet include all livable, habitable, or temperature controlled enclosed spaces (enclosed by doors, windows, or walls) in a dwelling unit. Residential square feet does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common area, leasing offices, and amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a third party that provides drinks, food, goods, or services to the public or through paid memberships available to individuals that do not reside in a dwelling unit.

*Residential Uses* shall mean one or more dwelling units and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200. Land use codes 253, 254, and 255 are considered institutional uses.

*Service Standard* shall mean the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

*Sit Down Table Service Restaurant* shall mean a use where food or drinks are order at a table and the food or drink is brought to the table by a server. These restaurants maybe either Local, Multi-Tenant, or Free-Standing Retail uses. These uses may include bars and may have a pick-up counter or window for to-go orders. For restaurants that are more than 5,000 square feet in size and orders are placed at a counter but delivered to a table are considered sit-down restaurants. A restaurant more than 5,000 square feet in size may have one drive-thru lane. Any sit-down restaurant with more than one (1) drive-thru lane will be assessed an additive Mobility Fee per drive-thru lane. Food Truck or Food Container parks with locations for three (3) or more food trucks or containers that feature on-site seating shall be considered a sit-down restaurant. The Mobility Fees per these parks will be assessed Mobility Fees for the areas, including building and seating, at the sit-down restaurant rate and areas for indoor or outdoor recreation at the applicable recreational rate. Food halls will be assessed Mobility Fees at the sit-down restaurant rate for areas used for cooking and eating and the retail rate for all other areas.



*Streetscape* shall mean hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

*Traditional Neighborhood Developments (TNDs)* shall mean mixed-use developments as further defined in the Comprehensive Plan and Land Development Code.

*Transit Oriented Developments (TODs)* shall mean mixed-use developments as further defined in the Comprehensive Plan and Land Development Code.

*Trip* shall mean travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

*Trip Length* shall mean the length of a trip per trip purpose.

*Trip Purpose* shall mean the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purposes maybe either home based meaning the trip originates at a residence or non-home based meaning the trip originates at a use other than a residence.

*Use* shall mean a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a land use or use on the Mobility Fee schedule does not mean that land use or use is permitted by the County's Comprehensive Plan or Land Development Regulations. Any defined term in this Technical Report does not supersedes definitions in the County's Comprehensive Plan or Land Development Regulations.

*Vehicle Miles of Travel (VMT)* shall mean a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

*Vehicle Occupancy* shall mean the total number of persons in a single motor vehicle making a trip.

*Vehicle Trip* shall mean a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

*Variety or Dollar Store* shall mean a use that sells a variety of goods and products as further defined in the ITE Trip Generation Manual for Land Use Code 814. Uses with motor vehicle charging, fueling cleaning or service shall be assessed applicable Mobility Fees for those uses. Uses with quick service restaurants or quick service drive-thru lanes shall be assessed applicable Mobility Fees for those uses. These uses maybe either Multi-Tenant or Free-Standing Retail uses.



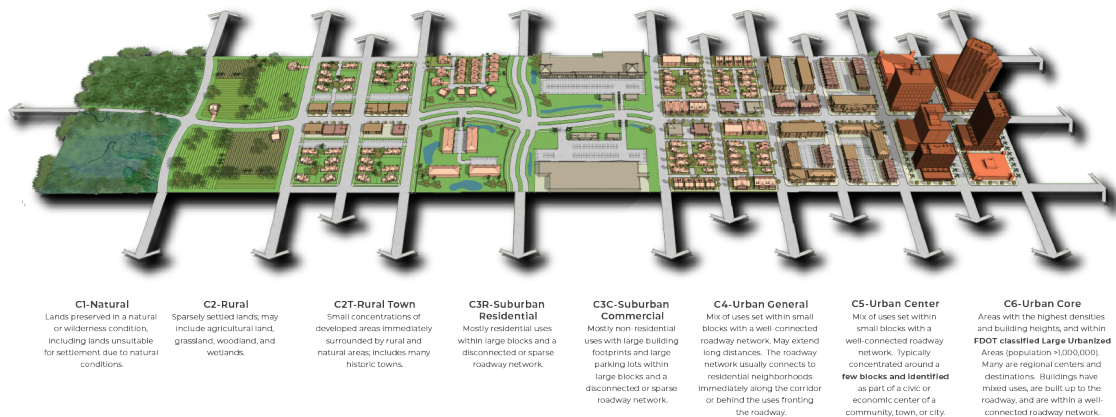
## RECOMMENDED NEXT STEPS

The adoption of the updated Mobility Plan and Mobility Fee requires additional tasks to administer and implement the Plan and Fee. **The following are the recommended next steps:**

- (1) **Mobility Fee Ordinance:** In order for the Mobility Plan and Mobility Fee to become effective, the County will need to develop a Mobility Fee Implementing Ordinance. The Ordinance will address legal and statutory requirements. The Ordinance will also address administration and implementation of the Mobility Fee until administrative procedures are developed. Development of the Ordinance and the initial administration and implementation of the Mobility Fee will require coordination with multiple Departments within the County.
- (2) **Comprehensive Plan Amendment:** Alachua County should amend its Comprehensive Plan to implement the updated Mobility Plan and updated Mobility Fee. Policies in Future Land Use, Transportation, and Capital Improvements Element should also reference Mobility Fees as a revenue funding source. The goals, objectives, or policies should be evaluated to ensure internal and statutory consistency and that there are no conflicts between the Comprehensive Plan and the adopted Mobility Plan and Mobility Fee. The County should also consider implementing FDOT's Context Classification Standards (**Figure 8**).

**Figure 8. FDOT's Context Classification**

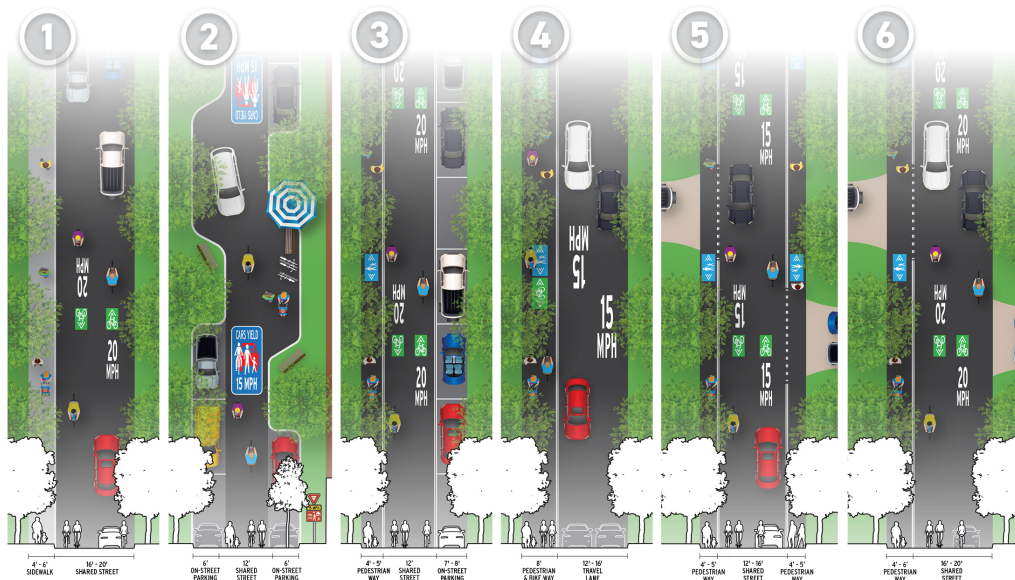
### FDOT CONTEXT CLASSIFICATIONS





- (3) **Service Charge Study:** Alachua County may wish to consider undertaking a service charge study. Florida Statute limits administrative charges to the cost of administering and implementing impact and mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies or request for credits. The County has historically covered cost out of fee collections.
- (4) **Land Development Regulations:** The Land Development Regulations should be updated to address necessary changes to transition from MMTM, Impact Fees and any transportation concurrency and a proportionate share system to a mobility fee system. The County should consider updates to its traffic impact analysis or site access assessments to further address multimodal access and cross-access.
- (5) **Neighborhood Traffic Calming:** The County should consider developing or updating criteria and policies for implementing neighborhood traffic calming and implementing street quality of service. The County could explore opportunities to implement a low cost and high impact mobility plan program for traffic calming that creates low speed streets and expand multimodal infrastructure or increase on-street parking. The following graphic illustrates some quick fix concepts for traffic calming and low speed streets (**Figure 9**).

Figure 9. Low Speed Streets and Traffic Calming

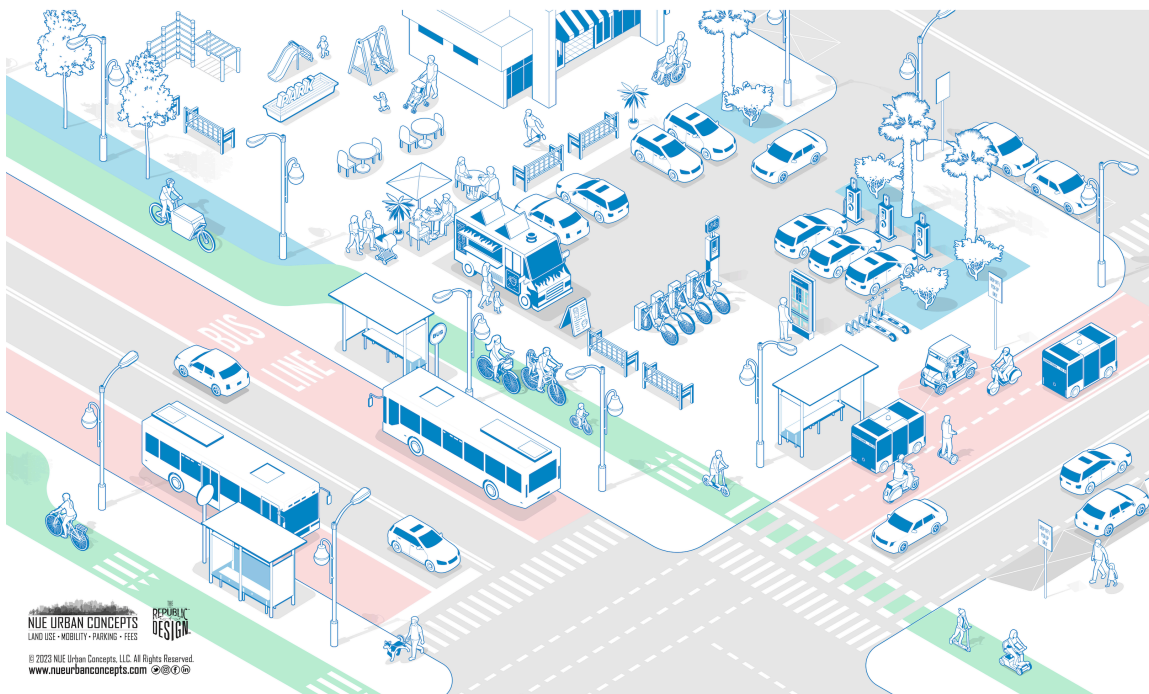


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- (6) **Mobility Hubs:** Alachua County should consider integrating mobility hubs as part of the mobility plan program to upgrade transit stops. Mobility Hubs are the evolution of transit and bus stops that provides safe and convenient drop-off and pick-up areas for microtransit, transit, and shared mobility services like Uber and Lyft, incorporates lockers for package and mail delivery, adds spaces for mobile delivery services, provides racks, stations, and corals for bikes and micromobility devices, and charging stations for electric vehicles. The County’s Land Development Code could also be updated to provide new development with the ability to partially reduce off-street parking requirements through mobility hubs (**Figure 10**).

Figure 10. Mobility Hubs



- (7) **Intergovernmental Coordination:** Alachua County should initiate discussions with its municipalities that have not adopted transportation impact fees or mobility fees to consider opting into the County’s Mobility Fee system. The County should also consider that any local government requesting funding for improvements to County facilities within a municipality should either opt-in to the County’s system or make sure that their transportation impact fees, or mobility fees include a share of the cost of improvements. Any coordination with municipalities should be done in a cooperative manner that recognizes mobility needs for both local governments to enhance mobility for all residents, businesses, and visitors.





## CONCLUSION

The Alachua County Mobility Fee is based on the projects in the 2040 Mobility Plan. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the County and a need for mobility projects. The updated Mobility Plan continues the County's forward-looking efforts over the next 17-years to move people, provide choices, and meet future travel demand through continued expansion of the County's multimodal transportation system by adding bicycle lanes, sidewalks, paths, trails, transit facilities and services, along with increased road capacity through extending the grid and strategic widenings over I-75.

Mobility Plan Implementation projects have been included in the 2040 Mobility Plan and in the Mobility Fee calculations to address: (1) the potential for amendments to the Mobility Plan that will be made before the next plan update; (2) that Florida Statute requires updates of fees be limited to once every four years, unless there is a finding of extraordinary circumstances; (3) development activity may be require to construct multimodal projects beyond their impact and be eligible for Mobility Fee credits; and (4) the County will annually update its Capital Improvement Program to reflect current needs and projected revenues.

The County's Mobility Fee is a streamlined, equitable way for development activity to mitigate its impact to the multimodal transportation system. The projects in the updated 2040 Mobility Plan projects are based on the projected increase in person miles of travel between 2023 and 2040: consistent with the "needs" requirement of the dual rational nexus test. The Mobility Fee is also based on the person travel demand (PTD) attributable to new development and is roughly proportional to the impact on the County's transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

The Mobility Fee has been developed to offset the impact of new development on the multimodal network within the County. The Mobility Fee will be assessed on development activity within the County's two (2) Mobility Fee Assessment Areas which includes the urban and rural portions of unincorporated County. The adoption of the Mobility Fee will replace the MMTM program and TIF system for new development. The Mobility Fee is not currently being proposed for assessment within any municipality. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own.



The transition of MMTM and TIF special funds and districts to Mobility Fee Benefit Districts, where a Mobility Fee paid by development is to be expended to fund multimodal projects within the District, ensures that the Mobility Fee will meet the “**benefits**” requirement of the dual rational nexus test. All Mobility Fee revenues collected will be placed within specific funds for each Mobility Fee Benefit Districts. Over the next fiscal year, the County can consider consolidating and sunsetting its MMTM and TIF special funds into Mobility Fee special funds.

The effect on the Mobility Fee should be evaluated if additional funds equating to more than 20% of the cost of the Mobility Plan become available. Due to the number of calculations involved in Mobility Fees, available funds of 20% or less does will not result in a 20% reduction of Mobility Fees. There are a multitude of factors that go into calculating the Mobility Fee. In addition, if additional needs are identified in excess of 20% of the Mobility Plan cost, the County would need to make a documented finding of extraordinary circumstances to update the Mobility Fee, as Florida Statute Section 163.31801 limits updates to once every four (4) years.

The County will need to develop and adopt an Implementing Ordinance for the Mobility Fee to become effective. Florida Statute requires a minimum of 90 days from the public notice to implement Mobility Fees to the effective date where Mobility Fees would be assessed on new development. Some local governments start the 90 days at the time the Mobility Fee Implementing Ordinance is first published. Others start the 90 days from the date of adoption of the Mobility Fee Implementing Ordinance. The County may elect an effective date that exceeds 90 days.

For development within the East Assessment Area, all Mobility Fees are lower than existing MMTM rates. Thus, the County could make those Mobility Fees effective immediately. There are also some land uses within the West Assessment Area that will see a reduction in Mobility Fees over the existing MMTM rates. One issue to consider is that the Mobility Fee schedule of land uses has changed, so there may need to be some adjustment time to update the County’s building permit system to implement the updated Mobility Fees. There will also need to be some time to update front line building clerks on the updated Mobility Fees and land uses.

The Mobility Fee Ordinance will need to address phasing of the Mobility Fee increases. The County can elect to phase-in Mobility Fees consistent with Florida Statute. For any Mobility Fee that increases 25% or less over the existing MMTM rates, Mobility Fees would need to be phased-in equal increments over a two (2) year period. For any Mobility Fee that increases between 25.01% and 50.0% and over the MMTM or TIF rates, Mobility Fees would need to be phased-in equal increments over a four (4) year period. The County could elect to phase-in all Mobility Fee rates over a four (4) year period, similar to the phasing for the updated Fire and Park Impact Fees



The Mobility Fee Ordinance will need to address increasing the threshold for residential land uses above the existing 2,600 sq. ft. threshold. The analysis performed supports increasing the threshold between 3,500 sq. ft. and 5,500 sq. ft. Discussions have been held at workshops to increase the threshold up to 4,000 sq. ft. An increase to 4,500 sq. ft. would represent the mid-range for the increase in the applicable threshold based on the data and analyses performed.

The update of the Mobility Plan does include additional programs to enhance safety through additional multimodal facilities, safe routes to schools, traffic calming, and high visibility crosswalks. The Mobility Plan programs also include the plans and studies needed to implement the programs as well as enhancements to existing transit stops. The County may also wish to consider a service charge study for its Impact Fees and Mobility Fees to address cost of administering and implementing the Impact Fees and Mobility Fees. The County should continue to coordinate with its municipalities on plans for mobility projects and funding opportunities.

The County should amend its Comprehensive Plan within one (1) year from the date of adoption of its Mobility Fee Implementing Ordinance to ensure internal consistency and consistency with Florida Statute related to transportation concurrency and alternative mobility funding systems such as the Mobility Fee. The County may also need to amend its Land Development Regulations.

**The person travel demand for each land use included in the Mobility Fee schedule meets the “rough proportionality test” established through case law and Florida Statute 163.31801. The new growth evaluation demonstrates that development activity is not being assessed more than its fair share of the cost of the projects in the Mobility Plan. Payment of the Mobility Fee addresses mitigation of the person travel demand generated by new development. The Alachua County update of the 2040 Mobility Plan and the development of the Mobility Fee meet all legal requirements and are consistent with the requirements of Florida Statute Sections 163.3180 and 163.31801 and Florida Statute Chapter 380.**

# **APPENDIX A**

## **Florida Department of Economic Opportunity (DEO) Transportation Guidance**

# Transportation Planning

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## Community Planning

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## Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

### Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- ▶ Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- ▶ Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- ▶ Increase the viability of pedestrian and bicycle travel;
- ▶ Integrate land use and transportation planning to create communities that provide transportation choice; and,
- ▶ Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- ▶ [Alachua County, Department of Growth Management, Transportation Planning](#) - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- ▶ [City of Gainesville, Planning Department, Comprehensive Planning](#) - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

### Complete Streets

*Complete Streets* is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- ▶ [Model Design Manual for Living Streets - Los Angeles County, 2011](#)
- ▶ [Deerfield Beach Complete Street Guidelines](#)
- ▶ [Ft. Lauderdale Complete Streets](#)

### Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

## Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- ▶ Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- ▶ Adoption of an area wide level of service not dependent on any single road segment function.
- ▶ Exempting or discounting impacts of locally desired development.
- ▶ Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- ▶ Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- ▶ Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

## Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- ▶ Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- ▶ Use professionally accepted studies to evaluate the appropriate levels of service.
- ▶ Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- ▶ Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- ▶ Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- ▶ Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

## Links

- ▶ [Florida Department of Transportation - Florida Transportation Plan](#)
- ▶ [Model Regulations and Plan Amendments for Multimodal Transportation Districts](#)
- ▶ [Florida Metropolitan Planning Organizations](#)
- ▶ [Florida Department of Transportation - Forecasting and Trends Office](#)
- ▶ [East Central Florida Corridor Task Force](#)
- ▶ [Florida Scenic Highways](#)
- ▶ [Transportation Site Impact Handbook](#)
- ▶ [Florida Transit-Oriented Development](#)
- ▶ [A / Framework for Transit Oriented Development in Florida, published March 2011](#)
- ▶ [Florida Department of Transportation - Pedestrian and Bicycle Design](#)
- ▶ [Florida Department of Transportation, Public Transit Office](#)
- ▶ [Florida Safe Mobility for Life Coalition](#)
- ▶ [Florida Safe Mobility for Life Coalition's Aging in Place Checklist](#)
- ▶ [The Florida Greenbook](#)
- ▶ [Pasco County Mobility Fees](#)

# **APPENDIX B**

## **Florida Impact Fee Act**

## CHAPTER 2021-63

### Committee Substitute for Committee Substitute for Committee Substitute for House Bill No. 337

An act relating to impact fees; amending s. 163.31801, F.S.; defining the terms “infrastructure” and “public facilities”; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities or infrastructure; providing conditions under which credits may not be applied; providing limitations on impact fee increases; providing for retroactive operation; requiring specified entities to submit an affidavit attesting that impact fees were appropriately collected and expended; providing that impact fee credits are assignable and transferable regardless of when they the credits were established; requiring school districts to report specified information regarding impact fees; providing a directive to the Division of Law Revision; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 163.31801, Florida Statutes, is amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its



official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4)(3) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must an impact fee adopted by ordinance of a county or municipality or by resolution of a special district must satisfy all of the following conditions:

(a) Ensure that the calculation of the impact fee is ~~must be~~ based on the most recent and localized data.

~~(b) The local government must Provide for accounting and reporting of impact fee collections and expenditures and. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity must account for the revenues and expenditures of such impact fee in a separate accounting fund.~~

(c) Limit administrative charges for the collection of impact fees ~~must be limited to~~ actual costs.

~~(d) The local government must Provide notice at least not less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government county or municipality is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing a new or increased impact fee.~~

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is ~~must be~~ proportional and reasonably connected to, or has ~~have~~ a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is ~~must be~~ proportional and reasonably connected to, or has ~~have~~ a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

~~(h) The local government must Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.~~

(i) Ensure that revenues generated by the impact fee are may not be used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

~~(5)(a)(4)~~ Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public ~~education~~ facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any ~~education-based impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made~~ fees on a dollar-for-dollar basis at fair market value.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

~~(6)(5)~~ A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

~~(7) If an impact fee is increased a local government increases its impact fee rates, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. This subsection shall operate prospectively and not retrospectively.~~

~~(8)(6) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs Audits of financial statements of local governmental entities and district school boards which are performed by a certified public accountant pursuant to s. 218.39 and submitted to the Auditor General must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section.~~

(9)(7) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10)(8) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is

within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after the effective date of this act.

~~(11)(9)~~ A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

~~(12)(10)~~ This section does not apply to water and sewer connection fees.

~~(13)(11)~~ In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district county, municipality, or special district must report all of the following information data on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

Section 2. The Division of Law Revision is directed to replace the phrase “the effective date of this act” wherever it occurs in this act with the date the act becomes a law.

Section 3. This act shall take effect upon becoming a law.

Approved by the Governor June 4, 2021.

Filed in Office Secretary of State June 4, 2021.

# **APPENDIX C**

## **Employment Data**

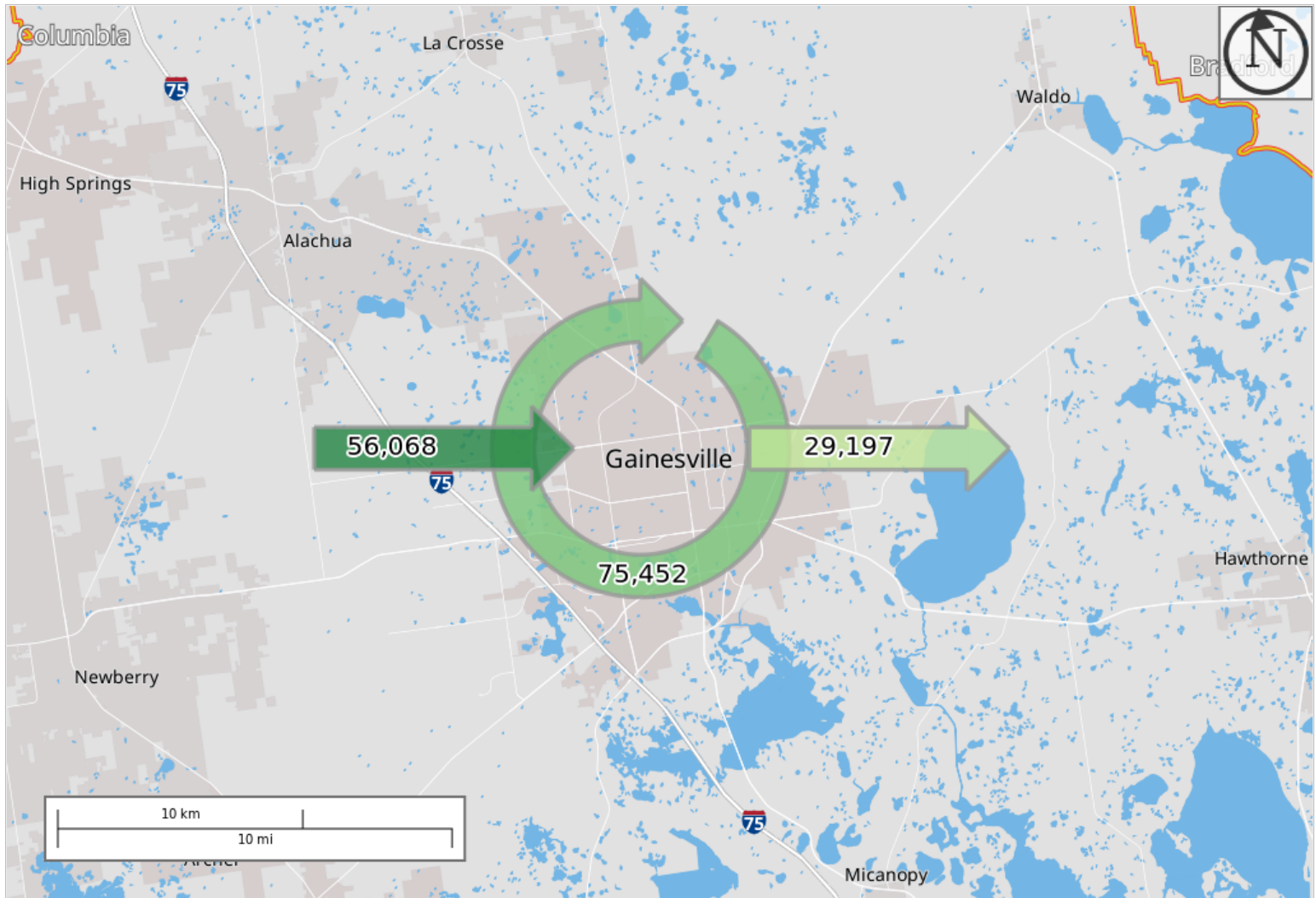
## Inflow/Outflow Report

### All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 08/01/2023

### Inflow/Outflow Counts of All Jobs for Selection Area in 2019

#### All Workers



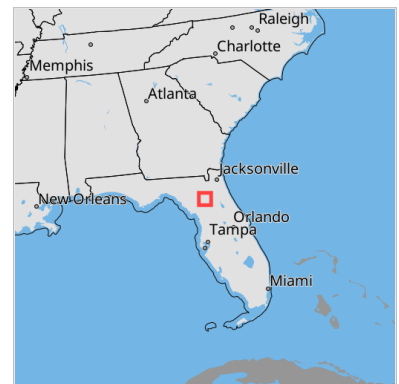
### Map Legend

#### Selection Areas

Selection Area

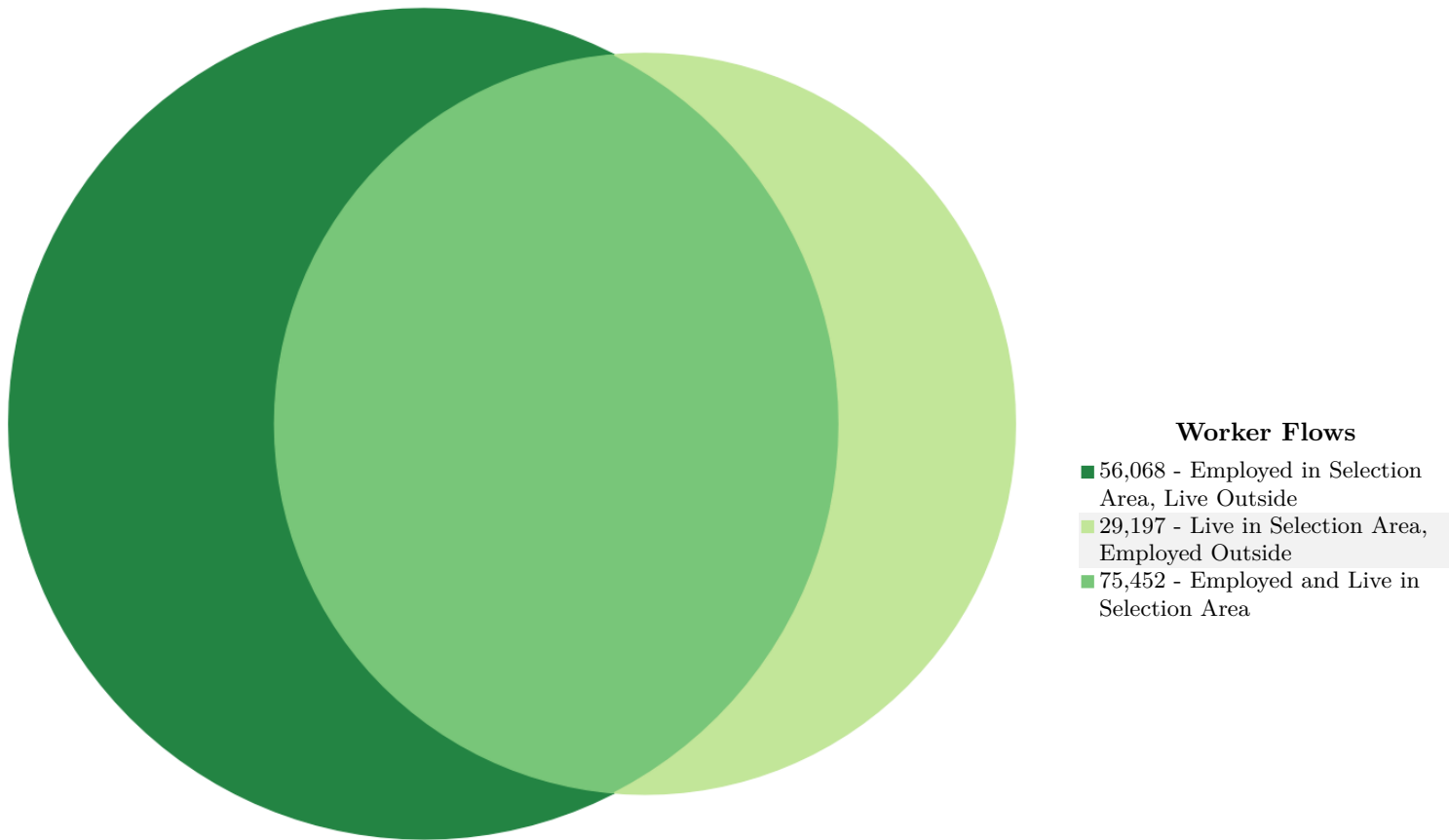
#### Inflow/Outflow

- Employed and Live in Selection Area
  - Employed in Selection Area, Live Outside
  - Live in Selection Area, Employed Outside
- Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



## Inflow/Outflow Counts of All Jobs for Selection Area in 2019

### All Workers



## Inflow/Outflow Counts of All Jobs for Selection Area in 2019

### All Workers

Worker Totals and Flows	2019	
	Count	Share
Employed in the Selection Area	131,520	100.0
Employed in the Selection Area but Living Outside	56,068	42.6
Employed and Living in the Selection Area	75,452	57.4
Living in the Selection Area	104,649	100.0
Living in the Selection Area but Employed Outside	29,197	27.9
Living and Employed in the Selection Area	75,452	72.1

## Additional Information

### Analysis Settings

<b>Analysis Type</b>	Inflow/Outflow
<b>Selection area as</b>	N/A
<b>Year(s)</b>	2019
<b>Job Type</b>	All Jobs
<b>Selection Area</b>	Alachua County, FL from Counties
<b>Selected Census Blocks</b>	5,897
<b>Analysis Generation Date</b>	08/01/2023 14:54 - OnTheMap 6.23.1
<b>Code Revision</b>	a0a13191a5f4f4a96c67a221fb70057ecc21a6d1
<b>LODES Data Vintage</b>	20230321_1647

### Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

### Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.



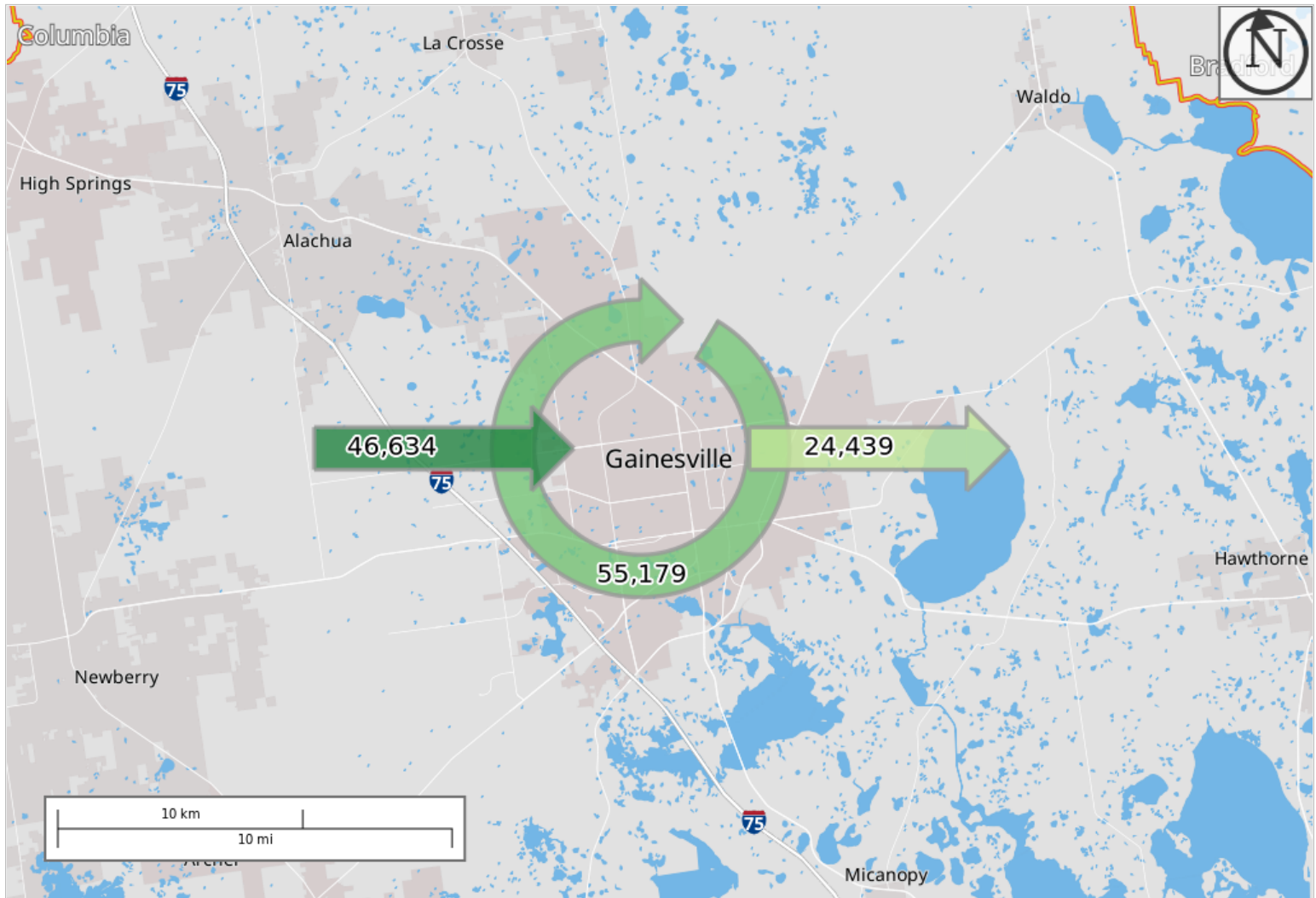
## Inflow/Outflow Report

### All Jobs for All Workers in 2009

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 08/01/2023

### Inflow/Outflow Counts of All Jobs for Selection Area in 2009

#### All Workers



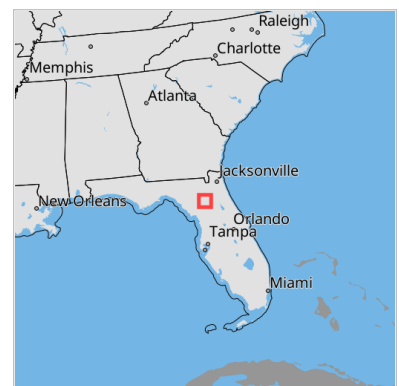
### Map Legend

**Selection Areas**  
 Selection Area

**Inflow/Outflow**

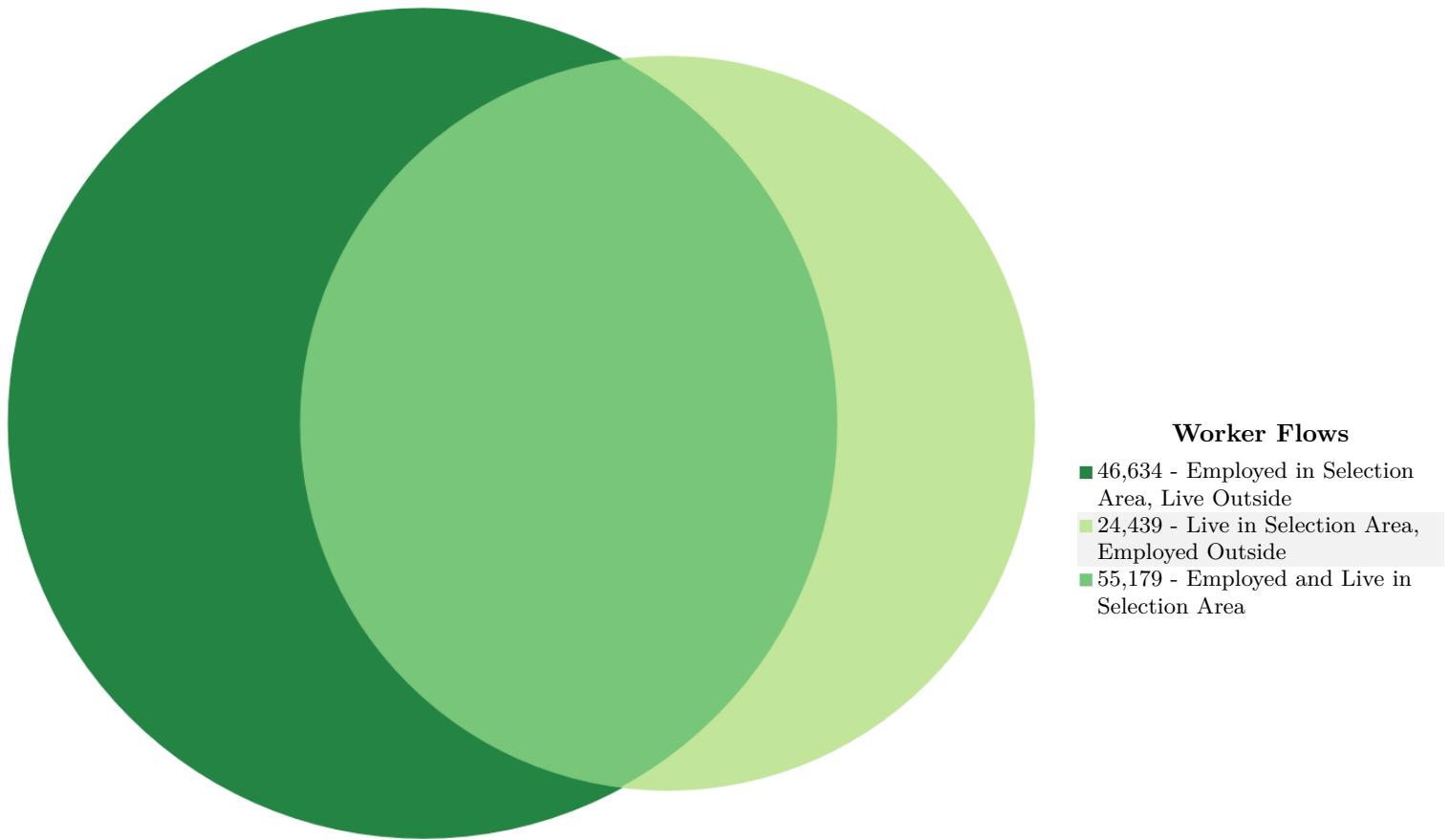
- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



## Inflow/Outflow Counts of All Jobs for Selection Area in 2009

### All Workers



## Inflow/Outflow Counts of All Jobs for Selection Area in 2009

### All Workers

Worker Totals and Flows	2009	
	Count	Share
Employed in the Selection Area	101,813	100.0
Employed in the Selection Area but Living Outside	46,634	45.8
Employed and Living in the Selection Area	55,179	54.2
Living in the Selection Area	79,618	100.0
Living in the Selection Area but Employed Outside	24,439	30.7
Living and Employed in the Selection Area	55,179	69.3

## Additional Information

### Analysis Settings

<b>Analysis Type</b>	Inflow/Outflow
<b>Selection area as</b>	N/A
<b>Year(s)</b>	2009
<b>Job Type</b>	All Jobs
<b>Selection Area</b>	Alachua County, FL from Counties
<b>Selected Census Blocks</b>	5,897
<b>Analysis Generation Date</b>	08/01/2023 14:57 - OnTheMap 6.23.1
<b>Code Revision</b>	a0a13191a5f4f4a96c67a221fb70057ecc21a6d1
<b>LODES Data Vintage</b>	20230321_1647

### Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

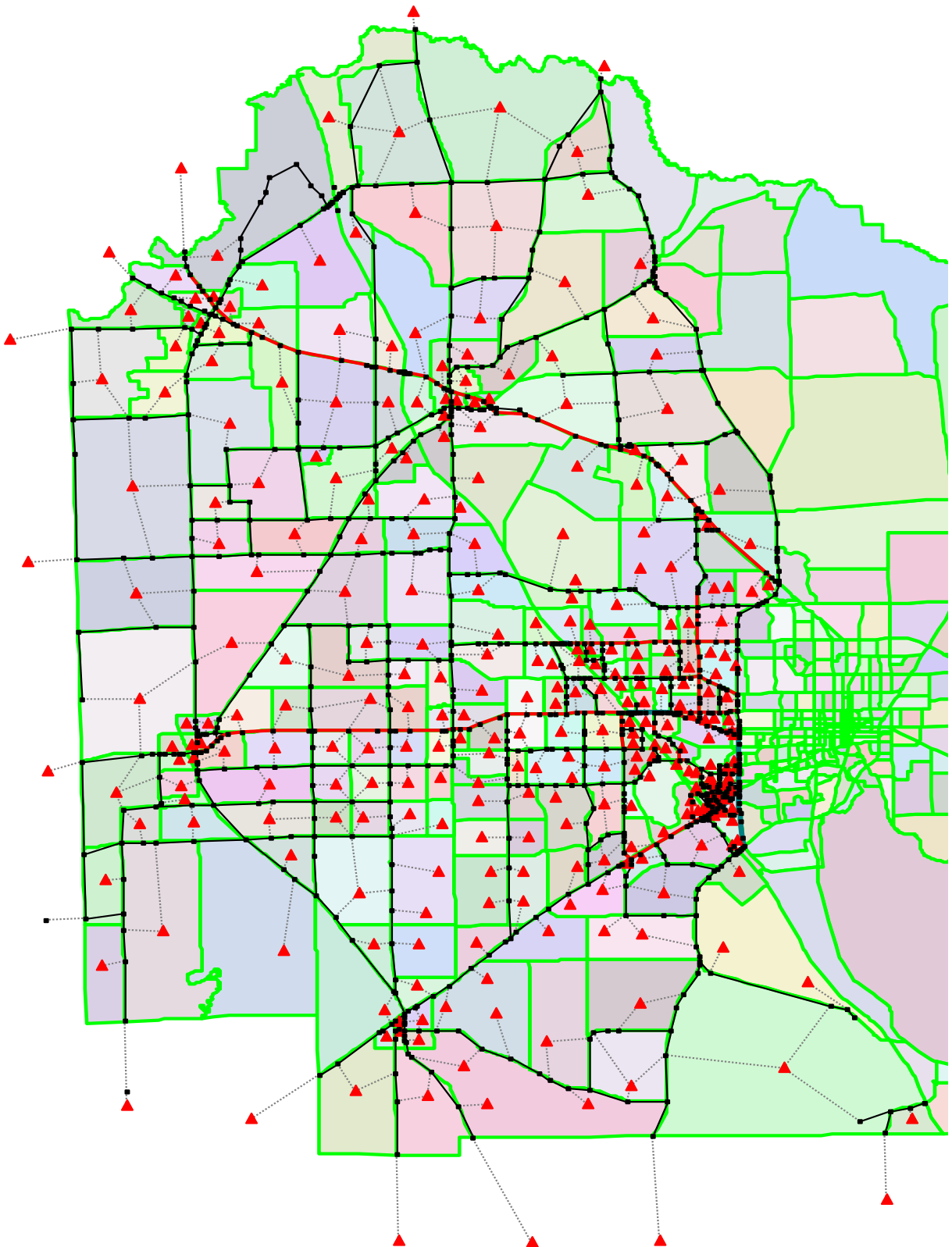
### Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
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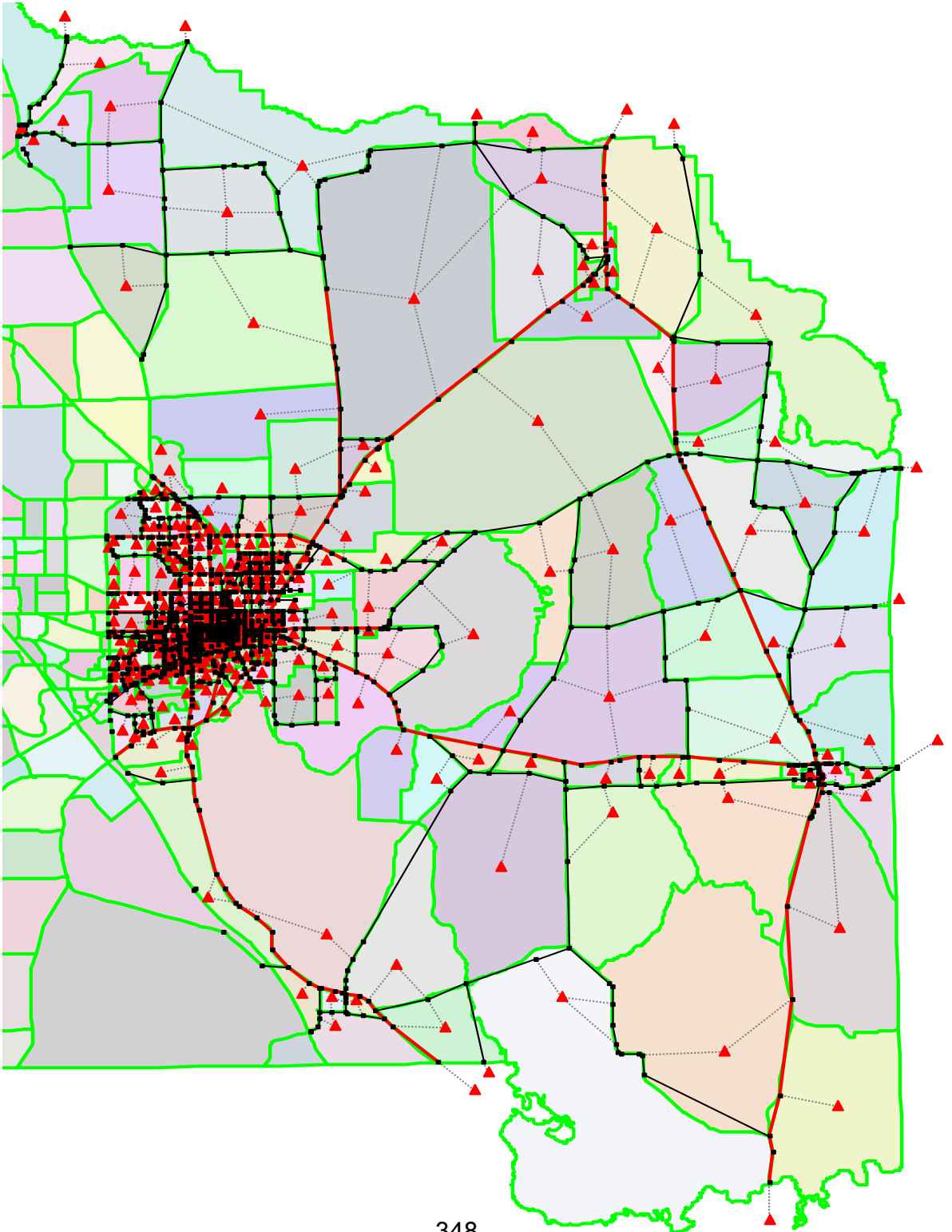
# **APPENDIX D**

## **Regional Travel Demand Network**

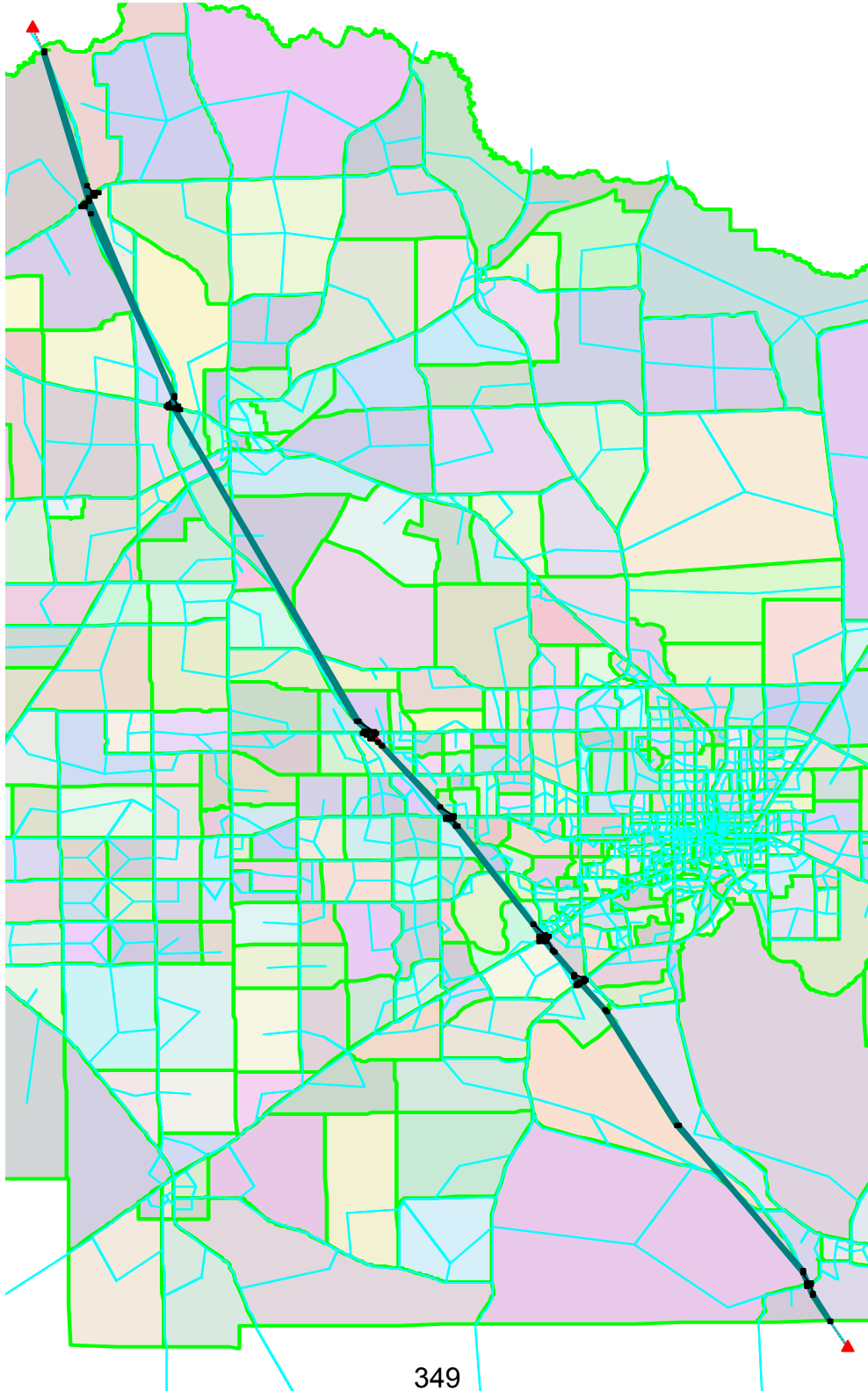
# Regional Travel Demand Network West Assessment Area



# Regional Travel Demand Network East Assessment Area



# Regional Travel Demand Network INTERSTATE 75



APPENDIX D: PROJECTED GROWTH IN VEHICLE MILES OF TRAVEL			
YEAR	WEST	EAST	I-75
2015	3,431,207	2,840,148	2,260,021
2016	3,469,217	2,871,947	2,288,736
2017	3,507,647	2,904,102	2,317,816
2018	3,546,504	2,936,617	2,347,265
2019	3,585,790	2,969,497	2,377,088
2020	3,625,512	3,002,744	2,407,290
2021	3,665,674	3,036,364	2,437,876
2022	3,706,281	3,070,360	2,468,850
2023	3,747,338	3,104,737	2,500,218
2024	3,788,850	3,139,499	2,531,985
2025	3,830,821	3,174,649	2,564,155
2026	3,873,257	3,210,194	2,596,734
2027	3,916,164	3,246,136	2,629,727
2028	3,959,546	3,282,481	2,663,139
2029	4,003,408	3,319,233	2,696,976
2030	4,047,756	3,356,396	2,731,242
2031	4,092,596	3,393,975	2,765,944
2032	4,137,932	3,431,975	2,801,087
2033	4,183,770	3,470,401	2,836,676
2034	4,230,116	3,509,257	2,872,718
2035	4,276,976	3,548,548	2,909,217
2036	4,324,355	3,588,278	2,946,180
2037	4,372,258	3,628,454	2,983,613
2038	4,420,692	3,669,079	3,021,521
2039	4,469,663	3,710,159	3,059,911
2040	4,519,176	3,751,700	3,098,789
2041	4,569,238	3,793,705	3,138,161
2042	4,619,854	3,836,181	3,178,033
2043	4,671,031	3,879,132	3,218,411
2044	4,722,775	3,922,564	3,259,303
2045	4,775,092	3,966,482	3,300,714

Source: FDOT District Two Northeast Florida Regional Travel Demand Model Version 2



# **APPENDIX E**

## **2017 National Household Travel Survey Data: Florida Travel 15 Miles of Less**

**APPENDIX E: 2017 National Household Travel Survey Data for Florida: Florida Travel 15 Miles or Less**

Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283	3.58	1.78	3,532	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,227	3.61	2.25	1,881	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963	3.44	1.52	634	3.89	163	276	1.69
Family Care	39	9	4.38	20	2.22	85	4.26	2.33	37	5.22	7	17	2.43
Entertainment (Social)	851	197	4.32	450	2.28	1,904	4.23	2.31	826	5.07	163	366	2.25
Errands (Library Post, Office, Services)	436	167	2.61	250	1.50	668	2.67	1.57	426	2.96	144	224	1.56
Exercise	666	244	2.73	361	1.48	1,044	2.89	1.80	580	4.12	141	221	1.57
Home	8,433	2,233	3.78	4,110	1.84	16,296	3.96	2.00	8,158	4.29	1,903	3,642	1.91
Medical	625	115	5.44	176	1.53	982	5.58	1.58	620	5.54	112	173	1.54
Religious	649	140	4.64	311	2.22	1,507	4.84	2.33	646	4.89	132	300	2.27
School	545	132	4.13	281	2.13	1,167	4.15	2.22	525	4.45	118	261	2.21
Work	4,260	758	5.62	945	1.25	5,189	5.49	1.24	4,200	5.84	719	887	1.23
<b>Total</b>	<b>22,611</b>	<b>5,706</b>	<b>3.96</b>	<b>10,113</b>	<b>1.77</b>	<b>40,316</b>	<b>3.99</b>	<b>1.83</b>	<b>22,065</b>	<b>4.37</b>	<b>5,053</b>	<b>9,117</b>	<b>1.80</b>

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 15 miles or less in length. A total of 5,706 unique survey's were used in the analysis. Person Trip factor (PTf) calculated by dividing total number of persons by total number of trips per trip purpose. Vehicle Occupancy factor (Vof) calculated by dividing total number of persons per vehicle by total number of vehicle trips per trip purpose. Person Miles of Travel (PMT) calculated by multiplying number of persons per trip by average person trip length per trip purpose. Vehicle Miles of Travel (VMT) calculated by multiplying number of vehicles per trip by average vehicle trip length per trip purpose.

# **APPENDIX F**

## **Traffic Characteristics Data**





# **APPENDIX G**

## **2040 Mobility Plan**

**APPENDIX G: 2040 MOBILITY PLAN NORTHWEST DISTRICT ROADS & DEDICATED TRANSIT LANES**

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)	PMC Basis
<b>NW District</b>									
<b>Ft. Clarke Blvd</b> from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.5	NW	(2)	\$688,629		\$688,629	3,600	(17)
<b>NW 23rd Avenue</b> from NW 59th Terrace to NW 83 <sup>rd</sup>	Widen to 3 lane complete street	1.4	NW	(1)	\$6,984,641		\$6,984,641	11,200	(5) minus (1)
<b>NW 23rd Avenue</b> from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions	0.5	NW	(1)	\$35,000,000		\$35,000,000	18,000	(7) minus (1)
<b>NW 23rd Avenue</b> from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.4	NW	(1)	\$3,904,116		\$3,904,116	11,280	(8) minus (6)
<b>NW 23rd Avenue</b> Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.3	NW	(1)		\$5,367,388	\$5,367,388	29,510	(1)
<b>NW 23rd Avenue</b> Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.5	NW	(1)		\$6,193,140	\$6,193,140	28,500	(2)
<b>NW 83rd Street</b> from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1.0	NW	(2)	\$1,377,258		\$1,377,258	7,200	(17)
<b>NW 83rd Street</b> from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)	\$2,140,510		\$2,140,510	9,400	(3) (17)
<b>NW 83rd Street Ext</b> from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(2)	\$1,616,793		\$1,616,793	12,225	(3)
<b>NW 46th Avenue</b> from NW 83rd St Ext to NW 91St Ext	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)	\$2,140,510		\$2,140,510	9,400	(3) (17)
<b>NW 46th Avenue</b> from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.9	NW	(2)	\$25,000,000		\$25,000,000	46,980	(9) (17)
<b>NW 46th Avenue</b> from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	NW	(1)	\$3,177,557		\$3,177,557	15,720	(2) (17)
<b>NW 91st St Extension</b> from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(2)	\$1,581,001		\$1,581,001	11,250	(9)
<b>NW 98th Street Extension</b> from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(2)	\$1,581,001		\$1,581,001	11,250	(9)
<b>Newberry Road (SR 26)</b> from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	NW	(1), (3)	\$6,898,565		\$6,898,565	8,640	(17)
<b>Newberry Road (SR 26)</b> from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	NW	(1), (3)	\$5,461,364		\$5,461,364	9,120	(17)
<b>NW 115th St</b> from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1)	\$2,194,606		\$2,194,606	6,550	(2) (17)
<b>NW 122nd St / 115th St</b> from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	NW	(1)		\$12,180,634	\$12,180,634	60,260	(2) (17)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>17.00</b>			<b>\$99,746,550</b>	<b>\$23,741,162</b>	<b>\$123,487,713</b>	<b>310,085</b>	

*SOURCE:* Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Person Miles of Capacity based on Appendix I and Appendix J. The numerical value under notes corresponds to the multimodal capacities on Appendix I and Appendix J.

APPENDIX G: 2040 MOBILITY PLAN SOUTHWEST & EAST DISTRICT ROADS & DEDICATED TRANSIT LANES									
Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)	PMC Basis
<b>SW District</b>									
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.5	SW	(1), (3)	\$35,000,000		\$35,000,000	18,000	(7) minus (1)
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.3	SW	(2)	\$646,717		\$646,717	5,700	(2)
Archer Road (SR 24) from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2.0	SW	(1), (3)	\$5,748,804		\$5,748,804	7,200	(17)
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.31	SW	(1), (3)	\$ 18,411,666		\$18,411,666	63,666	(10) (17)
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Widen, 4 lanes	2.56	SW	(1), (3)		\$ 35,980,050	\$35,980,050	105,984	(10)
New Road South and Parallel to Archer Road SW 63rd to Archer Road	New Construction, 2 lanes	1.5	SW	(1), (2)		\$ 5,430,830	\$5,430,830	24,450	(3)
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.4	SW	(1), (2)		\$ 5,068,774	\$5,068,774	22,820	(3)
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.9	SW	(1), (2)		\$ 6,879,051	\$6,879,051	30,970	(3)
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1.0	SW	(1)		\$ 1,167,168	\$1,167,168	3,600	(17)
SW 122nd St from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1.0	SW	(1)	\$ 1,167,168		\$1,167,168	3,600	(17)
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit Lane	1.75	SW	(1)	\$ 2,042,544		\$2,042,544	6,300	(17)
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Widen, 4 lanes + traffic signal at SW 41st Blvd	0.59	SW	(1), (3)	\$8,792,277		\$8,792,277	24,426	(10)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>15.81</b>			<b>\$71,809,177</b>	<b>\$54,525,872</b>	<b>\$126,335,049</b>	<b>316,716</b>	
<b>East District</b>									
Hawthorne Road from SE 24th to SE 43rd	Dedicated Transit Lanes	1.50	E	(1), (3)	\$4,311,603		\$4,311,603	21,600	(18)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>1.50</b>			<b>\$4,311,603</b>		<b>\$4,311,603</b>	<b>21,600</b>	
<small>SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Person Miles of Capacity based on Appendix I and Appendix J. The numerical value under notes corresponds to the multimodal capacities on Appendix I and Appendix J.</small>									



APPENDIX G: 2040 MOBILITY PLAN NORTHWEST DISTRICT MULTIMODAL

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)	PMC Basis
<b>NW District (Multimodal)</b>									
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.50	NW	(1), (2), (3)	\$191,964		\$191,964	600	(11)
Newberry Rd (SR 26) from NW 143rd St to NW 170th St	Multiuse off-road facility	1.65	NW	(1), (3)		\$1,013,569	\$1,013,569	5,940	(13)
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.50	NW	(1), (2), (3)	\$670,557		\$670,557	5,400	(13)
NW 143rd St (CR 241) from NW 39th Ave to NW 69th Ave	Multiuse off-road facility	2.00	NW	(1), (3)		\$894,076	\$894,076	7,200	(13)
NW 76 <sup>th</sup> Dr from Tower Road to Tower Road	6 ft. Sidewalk	0.40	NW	(2)	\$184,286		\$184,286	720	(12)
NW 75 <sup>th</sup> Dr from NW 76 <sup>th</sup> Dr to W University Ave	6 ft. Sidewalk	0.20	NW	(2)	\$92,143		\$92,143	360	(12)
NW 76 <sup>th</sup> Blvd from W University Ave to Skate Station	6 ft. Sidewalk	0.30	NW	(2)	\$138,214		\$138,214	540	(12)
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.50	NW	(1), (3)	\$1,005,837		\$1,005,837	9,000	(15)
CR 235A from end of existing sidewalk to NW 177th Ave	Sidewalk	0.40	NW	(2)	\$153,571		\$153,571	480	(11)
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1.00	NW	(1), (2)	\$670,558		\$670,558	3,600	(15)
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.00	NW	(1), (2), (3)		\$1,341,114	\$1,341,114	10,800	(13)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>12.45</b>	<b>--</b>	<b>--</b>	<b>\$3,107,130</b>	<b>\$3,248,759</b>	<b>\$6,355,888</b>	<b>44,640</b>	<b>--</b>

SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Person Miles of Capacity based on Appendix J. The numerical value under notes corresponds to the multimodal capacities on Appendix J.

**APPENDIX G: 2040 MOBILITY PLAN SOUTHWEST DISTRICT MULTIMODAL**

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)	PMC Basis
<b>SW District (Multimodal)</b>									
SW 24th Ave from SW 87th to SW 77 <sup>th</sup> St	Multiuse off-road facility	0.50	SW	(1)	\$223,519		\$223,519	1,800	(13)
Archer Road from SW 76 <sup>th</sup> Ter to SW 45 <sup>th</sup> St	Multiuse off-road facility	2.25	SW	(3)	\$1,508,756		\$1,508,756	13,500	(15)
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1.00	SW	(1), (2), (3)	\$670,558		\$670,558	6,000	(15)
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Buffered Bike Lanes	1.31	SW	(1), (3)	\$1,019,327		\$1,019,327	12,576	(21)
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Sidewalk on north side of ROW + Buffered Bike Lanes	2.56	SW	(1), (3)		\$2,974,822	\$2,974,822	27,648	(11) (21)
Archer Road (SR 24) from SW 122nd Street to US HWY 41	Sidewalk on north side of ROW + Buffered Bike Lanes	3.49	SW	(1), (3)		\$4,055,520	\$4,055,520	37,692	(11) (21)
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2.00	SW	(2)	Developer funded				
SW 75th St from SW 75th Way to SW 73rd Way	Multiuse off-road facility	1.10	SW	(1), (3)		\$ 491,742	\$491,742	3,960	(13)
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.60	SW	(1)	\$ 715,261		\$715,261	5,760	(13)
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.50	SW	(1)	\$ 670,557		\$670,557	5,400	(13)
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1.00	SW	(1), (2)	\$ 447,038		\$447,038	3,600	(13)
SW 122nd St from Archer Road to SW 24th Ave	Multiuse off-road facility	1.00	SW	(1), (2)	\$ 447,038		\$447,038	3,600	(13)
SW 91st St from SW 46 <sup>th</sup> Blvd to SW 8th Ave	Multiuse off-road facility	3.00	SW	(1)		\$2,011,674	\$2,011,674	18,000	(15)
SW 136 <sup>th</sup> St from W Newberry Rd to SW 6 <sup>th</sup> Rd	6 ft. Sidewalk	0.50	SW	(1)		\$230,357	\$230,357	900	(12)
Williston Road (SR 121) from SW 34th Street to Interstate 75	Multi-Use off-road facility	0.18	SW	(1), (3)	\$110,571		\$110,571	648	(13)
Williston Road (SR 121) from Interstate 75 to SW 41st Blvd	Multi-Use off-road facility	0.18	SW	(1), (3)	\$110,571		\$110,571	648	(13)
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Multi-Use off-road facility on both sides of ROW & Buffered Bike Lanes	0.59	SW	(1), (3)	\$1,118,468		\$1,118,468	9,912	(13) (21)
Williston Road (SR 121) from SW 62nd Blvd to SW 85th Ave	Multi-Use off-road facility	1.53	SW	(1), (3)		\$ 683,968	\$683,968	5,508	(13)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>25.29</b>	--	--	<b>\$7,041,663</b>	<b>\$10,448,083</b>	<b>\$17,489,746</b>	<b>157,152</b>	--

SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Person Miles of Capacity based on Appendix J. The numerical value under notes corresponds to the multimodal capacities on Appendix J.

APPENDIX G: 2040 MOBILITY PLAN EAST DISTRICT MULTIMODAL

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)	PMC Basis
<b>EAST District (Multimodal)</b>									
CR 219A from SR 26 to US Hwy 301	Multiuse off-road facility	6.50	EAST	(1), (3)		\$4,358,627	\$4,358,627	39,000	(15)
CR 234 from SR 26 to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	7.11	EAST	(1), (3)	\$3,178,440		\$3,178,440	25,596	(13)
CR 234 from Gainesville Hawthorne Trail to US Hwy 441	Multiuse off-road facility	8.10	EAST	(1), (3)		\$3,621,008	\$3,621,008	29,160	(13)
SE 27 <sup>th</sup> St from SE 28 <sup>th</sup> Dr to SE 29 <sup>th</sup> Pl	6 ft. sidewalk	1.20	EAST	(1), (3)	\$552,857		\$552,857	2,160	(12)
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.70	EAST	(1), (3)	\$1,810,507		\$1,810,507	16,200	(15)
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	3.10	EAST	(1), (3)	\$2,078,730		\$2,078,730	18,600	(15)
NE 39 <sup>th</sup> Ave from Airport Entrance to NE 52 <sup>nd</sup> St	6ft. Sidewalk	1.00	EAST	(1), (3)		\$460,714	\$460,714	1,800	(12)
SE Hawthorne Rd (SR 20) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.48	EAST	(1), (3)	\$661,616		\$661,616	5,328	(13)
SE Hawthorne Rd (SR 20) from SE 43rd Street to Lakeshore Dr (CR 329 B)	Multiuse off-road facility	1.00	EAST	(1), (3)	\$447,038		\$447,038	3,600	(13)
SR 26 from NE 255th Drive to CR 219A	Multiuse off-road facility or Evaluate further in Trails Master Plan	0.84	EAST	(1), (3)		\$563,269	\$563,269	5,040	(15)
SR 26 from CR 219A to US Hwy 301	Multiuse off-road facility or Evaluate further in Trails Master Plan	4.50	EAST	(1), (3)		\$2,514,591	\$2,514,591	21,600	(14)
SR 26 from US Hwy 301 to CR 234	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.82	EAST	(1), (3)		\$1,575,810	\$1,575,810	13,536	(14)
University Ave (SR 26) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.26	EAST	(1), (3)	\$563,268		\$563,268	4,536	(13)
University Ave (SR 26) from SE 43rd Street to E. Univerity Ave	Multiuse off-road facility	0.73	EAST	(1), (3)	\$326,338		\$326,338	2,628	(13)
US Hwy 301 Corridor from CR 219A to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.74	EAST	(1), (3)		\$1,837,329	\$1,837,329	16,440	(15)
Waldo Road (SR 24) from NE 39th Ave to SW 3rd Street	Multiuse off-road facility or Evaluate further in Trails Master Plan	9.00	EAST	(1), (3)		\$6,035,022	\$6,035,022	54,000	(15)
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>		<b>54.08</b>	--	--	<b>\$9,618,793</b>	<b>\$20,966,370</b>	<b>\$30,585,163</b>	<b>259,224</b>	--

SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Person Miles of Capacity based on Appendix J. The numerical value under notes corresponds to the multimodal capacities on Appendix J.

**APPENDIX G: 2040 MOBILITY PLAN EXPRESS TRANSIT & TRANSIT CAPITAL**

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2023-2030	FY2031-2040	Total	Person Miles of Capacity (PMC)
<b>NW District (TRANSIT)</b>								
Jonesville Express	Express Transit Service from Jonesville to UF		(1), (2), (3)		\$3,341,156	\$4,773,080	\$8,114,236	34,000
Jonesville Activity Center Park & Ride	Park & Ride	NW	(1), (2), (3)		\$500,000		\$500,000	
NW 122nd Park & Ride	Park & Ride	NW	(1), (2), (3)			\$125,000	\$125,000	
NW 98th Area Park & Ride	Park & Ride	NW	(1), (2), (3)			\$125,000	\$125,000	
Ft. Clarke / I-75 Park & Ride	Park & Ride	NW	(1), (2), (3)		\$250,000		\$250,000	
Spring Hills Activity Center Park & Ride	Park & Ride	NW	(2)		Projected Developer Constructed			
Santa Fe Park & Ride	Park & Ride	NW	(2)		Projected Developer Constructed			
Santa Fe College Park & Ride	Park & Ride	NW	(2)		College Funded			
Northwest Express Transit Vehicles	Buses	NW	(1), (2), (3)		\$ 1,000,000	\$ 2,000,000	\$3,000,000	
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>					<b>\$5,091,156</b>	<b>\$7,023,080</b>	<b>\$12,114,236</b>	<b>34,000</b>
<b>SW District (TRANSIT)</b>								
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	SW	(1), (2), (3)		\$3,341,156	\$4,773,080	\$8,114,236	34,000
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	SW	(1), (2), (3)		\$3,341,156	\$4,773,080	\$8,114,236	34,000
Veterans Park, Park & Ride	Park & Ride	SW	(1), (2), (3)			\$250,000	\$250,000	
Tower / Archer Activity Center Park & Ride	Park & Ride	SW	(1), (2), (3)		\$375,000	\$250,000	\$625,000	
I-75 Park & Ride	Park & Ride	SW	(1), (2), (3)			\$25,000	\$25,000	
SW 62nd Area Park & Ride	Park & Ride	SW	(1), (2), (3)			\$125,000	\$125,000	
SW 91st Park & Ride	Park & Ride	SW	(1), (2), (3)			\$125,000	\$125,000	
Haile Plantation Park & Ride	Park & Ride	SW	(1), (2), (3)		\$375,000		\$375,000	
Southwest Express Transit Vehicles	Buses	SW	(1), (2), (3)		\$2,000,000	\$4,000,000	\$6,000,000	
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>					<b>\$9,432,312</b>	<b>\$14,321,160</b>	<b>\$23,753,472</b>	<b>68,000</b>
<b>EAST District (TRANSIT)</b>								
Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	E	(1), (2), (3)		\$3,341,156	\$4,773,080	\$8,114,236	68,000
Eastside Park Park & Ride	Park & Ride	E	(1), (2), (3)		\$500,000		\$500,000	
East Express Transit Vehicles	Buses	E	(1), (2), (3)		\$1,000,000	\$2,000,000	\$3,000,000	
<b>Total Projected Cost (Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources)</b>					<b>\$4,841,156</b>	<b>\$6,773,080</b>	<b>\$11,614,236</b>	<b>68,000</b>

**SOURCE:** Transit Capacity for Northwest and Southwest based on hour headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of ten miles for a 17 year period (200 x 10 = 2000; 2000 x 17 = 34,000). Transit Capacity for East based on 30 min headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of five miles for a 17 year period (800 x 10 = 8000; (8000 x 17 = 68,000). Cost data provided by Gainesville Regional Transit Service.

**APPENDIX G: 2040 MOBILITY PLAN IMPLEMENTATION PROJECTS**

<b>Programs &amp; Projects</b>	<b>Initial Basis for PLC &amp; PMC</b>	<b>Planning Level Cost (PLC)</b>	<b>Person Miles of Capacity (PMC)</b>
<b>Implement Countywide Pedestrian / Bicycle / Trails Master Plan</b>	<b>45 Miles of Multiuse Facilities</b>	<b>\$20,116,710</b>	<b>162,000</b>
<b>Safe Routes to Schools</b>	<b>25 Miles of Sidewalks</b>	<b>\$13,821,420</b>	<b>54,000</b>
<b>High Visability Crosswalks</b>	<b>25 High Visability Crosswalks</b>	<b>\$1,500,000</b>	<b>18,000</b>
<b>Implement Safe Streets for All Plan &amp; Program</b>	<b>45 Miles of Traffic Calmed Streets</b>	<b>\$1,125,000</b>	<b>18,000</b>
<b>Intersection Capacity &amp; Safety Enhancements</b>	<b>30 Intersection Upgrades</b>	<b>\$15,000,000</b>	<b>60,000</b>
<b>Micromobility &amp; Microtransit Ordinances &amp; Programs</b>	<b>500 e-vehicles deployed</b>	<b>\$2,000,000</b>	<b>4,500</b>
<b>Multimodal Grants, Plans, Programs &amp; Studies</b>	<b>250,000 a year</b>	<b>\$4,250,000</b>	<b>17,000</b>
<b>Transit Stop Upgrades</b>	<b>75 Upgraded Transit Stops</b>	<b>\$937,500</b>	<b>4,200</b>
<b>Total</b>		<b>\$58,750,630</b>	<b>337,700</b>

# **APPENDIX H**

## **Florida Department of Transportation (FDOT) Generalized Tables**

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I (40 mph or higher posted speed limit)</b>						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,600	66,400	83,200	87,300	
4	Divided	*	37,900	39,800	**	6	70,100	97,800	123,600	131,200	
6	Divided	*	58,400	59,900	**	8	92,200	128,900	164,200	174,700	
8	Divided	*	78,800	80,100	**	10	115,300	158,900	203,600	218,600	
						12	136,500	192,400	246,200	272,900	
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,900	62,700	75,600	85,400	
4	Divided	*	14,500	32,400	33,800	6	68,900	93,900	113,600	128,100	
6	Divided	*	23,300	50,000	50,900	8	91,900	125,200	151,300	170,900	
8	Divided	*	32,000	67,300	68,100	10	115,000	156,800	189,300	213,600	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>Freeway Adjustments</b>					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	11,700	18,000	24,200	32,600
2	Undivided	No	No	-20%		4	Divided	36,300	52,600	66,200	75,300
Multi	Undivided	Yes	No	-5%		6	Divided	54,600	78,800	99,400	113,100
Multi	Undivided	No	No	-25%		<b>Uninterrupted Flow Highway Adjustments</b>					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes		Adjustment factors	
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes		+5%	
						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
<b>BICYCLE MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<sup>1</sup> Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
		B	C	D	E	<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%		*	2,900	7,600	19,700	* Cannot be achieved using table input value defaults.					
50-84%		2,100	6,700	19,700	>19,700	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%		9,300	19,700	>19,700	**	<i>Source:</i> Florida Department of Transportation Systems Implementation Office <a href="https://www.fdot.gov/planning/systems/">https://www.fdot.gov/planning/systems/</a>					
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
0-49%		*	*	2,800	9,500						
50-84%		*	1,600	8,700	15,800						
85-100%		3,800	10,700	17,400	>19,700						
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						

**TABLE 1**  
(continued)

Generalized **Annual Average Daily** Volumes for Florida's  
Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities						
	Freeways		Core Freeways		Highways		State Arterials			Class I	
	Class I	Class II	Bicycle	Pedestrian							
<b>ROADWAY CHARACTERISTICS</b>											
Area type (urban, rural)	urban	urban									
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4	
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45	
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50	
Auxiliary Lanes (n,y)	n	n									
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r	
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l	
% no passing zone			80								
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)					n	n	n	n	n	n	
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2	
<b>TRAFFIC CHARACTERISTICS</b>											
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565	
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000	
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950	
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0	
Speed Adjustment Factor (SAF)	0.975	0.975		0.975							
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968							
% left turns					12	12	12	12	12	12	
% right turns					12	12	12	12	12	12	
<b>CONTROL CHARACTERISTICS</b>											
Number of signals					4	4	10	10	4	6	
Arrival type (1-6)					3	3	4	4	4	4	
Signal type (a, c, p)					c	c	c	c	c	c	
Cycle length (C)					120	150	120	120	120	120	
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44	
<b>MULTIMODAL CHARACTERISTICS</b>											
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n	
Outside lane width (n, t, w)									t	t	
Pavement condition (d, t, u)									t		
On-street parking (n, y)											
Sidewalk (n, y)										n, 50%, y	
Sidewalk/roadway separation(a, t, w)										t	
Sidewalk protective barrier (n, y)										n	
<b>LEVEL OF SERVICE THRESHOLDS</b>											
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus			
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.			
		%ffs	Density						ats	ats	
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6			
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4			
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3			
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2			

% ffs = Percent free flow speed ats = Average travel speed



# **APPENDIX I**

## **Road Capacities**

### APPENDIX I. ROAD CAPACITIES

Lane Type & Number	Maximum Service Volumes	Capacity Factors	Vehicle Capacity	Person Capacity
2-Lane Undivided (County Class I)	17,700	0.70	12,400	22,700
2-Lane Undivided (County Class II)	14,800	0.70	10,400	19,000
2-Lane Undivided (Minor Collector)	14,800	0.60	8,900	16,300
2-Lane Highway	24,200	0.90	21,800	39,900
2-Lane Divided (Class I)	17,700	0.95	16,800	30,700
2-Lane Divided (Class II)	14,800	0.95	14,100	25,800
4-Lane Divided (County Class I)	35,700	0.90	32,100	58,700
4-Lane Divided County (Class II)	32,800	0.90	29,500	54,000
4-Lane Divided (30 MPH or <)	32,800	0.75	24,600	45,000
2- Lane to 4-Lane Divided (Class I)	21,500	1.05	22,600	41,400

**Source:** Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Maximum Service Volumes and Capacity Factors (Appendix I). Capacities are based on a LOS D standard. The daily person capacity is based on a vehicle occupancy factor of 1.83 per the 2017 NHTS Data sets for Florida (Appendix D). Minor collector adjusted additional 10% due to 30 MPH or lower speed limit. Four Lane Divided with 30 MPH or less speed limit reduced by additional 15% since maximum service volumes are based on 35 MPH speed limit.

# **APPENDIX J**

## **Multimodal Capacities**

## APPENDIX J: MULTIMODAL CAPACITIES

ID	Improvement	Person Miles of Capacity (PMC) per Mile
(11)	Sidewalk (5' wide)	1,200
(12)	Sidewalk (6' wide)	1,800
(13)	Multi-Use Off Road Facility (aka Shared-Use Path) (8' wide)	3,600
(14)	Multi-Use Off Road Facility (aka Shared-Use Path) (10' wide)	4,800
(15)	Multi-Use Off Road Facility (aka Trail) (12' wide)	6,000
(16)	Multi-Use Off Road Facility (aka Trail) (14' wide)	7,200
(17)	Dedicated Transit Lane (Express + Multimodal)	3,600
(18)	Dedicated Transit Lane (Express + Regular)	7,200
(19)	Paved Shoulder (4' to 5' wide)	1,200
(20)	Bike Lane (4' wide)	1,800
(21)	Bike Lane (5' wide)	2,400
(22)	Buffered Bike Lane (6' wide)	3,600
(23)	Buffered Bike Lane (7' wide)	4,800
(24)	Protected Bike Lane (7' wide)	6,000
(25)	Protected Bike Lane (8' wide)	7,200

**Source:** Capacity methodologies for multimodal facilities are based on methodologies established in Transportation Research Record 1636 Paper No. 98-0066, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration, and the Highway Capacity Manual. Level of Service (LOS) standard of "B" consistent with the Comprehensive Plan for multimodal facilities.

# **APPENDIX K**

## **Trip Generation**

**APPENDIX K: TRIP GENERATION**

Use Categories, Use Classifications, and Representative Uses	NON TND/TOD <sup>1</sup>	TND	TOD	ITE Land Use Code
<b>Residential Uses Per 1,000 Sq. Ft.</b>				
Affordable & Workforce Residential	2.29	1.95	1.72	50% of Urban Cluster Residential
Urban Cluster Residential	4.57	3.88	3.43	See Urban Cluster Residential Trip Generation
Urban Cluster Residential Expansion	2.29	1.94	1.71	50% of Urban Cluster Residential
Outside Urban Cluster Residential	4.40	--	--	See Rural Residential Trip Generation
Outside Urban Cluster Residential Expansion	2.20	--	--	50% of Rural Residential
<b>Recreation Uses per 1,000 Sq. Ft. or unit of measure</b>				
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	12.19	10.36	9.14	411, 430, 432, 480, 488, 490, 491 <sup>2</sup>
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	24.86	21.13	18.65	See Indoor Commercial Recreation Trip Generation
<b>Institutional Uses per 1,000 Sq. Ft.</b>				
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	5.52	4.69	4.14	560, 580 <sup>3</sup>
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	6.68	5.68	5.01	See Long Term Care Trip Generation
Private Education (Day Care, Private Primary School, Pre-K)	13.76	11.7	10.32	See Private Education Trip Generation
<b>Office Uses per 1,000 Sq. Ft.</b>				
Office (General, Higher Education, Hospital, Professional, Tutoring)	11.58	9.84	8.69	See Office Trip Generation
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	18.74	15.93	14.06	See Medical Office Trip Generation
<b>Industrial Uses per 1,000 Sq. Ft.</b>				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	6.98	5.93	5.24	See Industrial Trip Generation
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	2.34	1.99	1.76	See Commercial Storage Trip Generation
<b>General Commercial Uses per 1,000 Sq. Ft.</b>				
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	25.46	21.64	19.1	Multi-Tenant & Free Standing Retail <sup>4</sup>
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	39.39	33.48	29.54	820, 821 w/o grocery, 822
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	62.43	53.07	46.82	812, 813, 814, 815, 817, 840, 841, 843, 848, 857, 861, 862, 863, 869, 881, 882, 912, 931, 932, 971
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	95.61	83.32	73.52	821 with grocery, 850, 899
Convenience Store (With or Without Motor Vehicle Fueling)	250.5	212.93	187.88	944, 945 <sup>5</sup>
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	241.58	205.34	181.19	930, 933, 934, 937 <sup>6</sup>
<b>Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging &amp; Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)</b>				
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	143.04	121.58	107.28	912 <sup>7</sup>
Overnight Lodging per Room	6.67	5.67	5.00	See Overnight Lodging Trip Generation
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	3.49	2.97	2.62	416
Ecotourism or Agritourism per Dwelling	1.00	--	--	One trip per day
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	145.84	123.96	109.38	947, 948, 949 <sup>8</sup>
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	165.51	140.68	124.13	944, 945 <sup>5</sup>
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	34.15	29.03	25.61	See Motor Vehicle Service Trip Generation
Pharmacy Drive-Thru per Lane	123.66	70.07	61.83	880, 881 <sup>9</sup>
Quick Service Restaurant Drive-Thru per Lane	225.00	191.25	168.75	930, 933, 934, 937 <sup>6</sup>

**APPENDIX K: TRIP GENERATION**

<sup>1</sup> Institute of Transportation Engineers (ITE) 11th Edition Trip Generation Manual. The trip generation rates are based on the weekday trip generation rate per the indicated land use code. For uses where daily trips are not provided, the AM and PM Peak hours of adjacent street traffic were utilized. For land uses with more than one ITE code, the trip generation was calculated by weighting trips based on the number of studies completed as indicated in the ITE Trip Generation Manual to ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on thirty (30) studies. Weighting is based on the total number of studies for each ITE Code listed under a use classification. The total studies per use were divided by the sum of studies completed for all ITE codes listed under a use classification. The final trip generation is equal to the sum of the weight per ITE code times the trip generation rate per ITE Code.

<sup>2</sup> Golf driving range converted to acreage at two (2) tee positions per one (1) acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre. Utilized vehicle occupancy of two (2) persons per vehicle for all uses.

<sup>3</sup> The rate for Church (ITE Code 560) and Museum (ITE Code 580) is based on conversion of AM and PM Peak Hour of Adjacent Street Traffic to Daily trips based on a peak-to-daily ratio of 0.07 (7% of daily traffic occurs during peak hours). Daily trip generation: (ITE 560)  $((0.32+.049)/2)/0.07 = 5.786$ ; (ITE 580)  $((0.28+0.18)/2)/0.07 = 3.29$  The following are the number of AM and PM studies per ITE Code: (560) = 17; (580) = 2. Community Serving Study Weight:  $17 + 2 = 19$ ; (ITE 560)  $17/19 = .895$ , (ITE 580)  $2/19 = .105$ . Community Serving Weighted Trips: (ITE 560)  $5.786 \times .895 = 5.18$ ; (ITE 580)  $3.29 \times .105 = 0.35$ . Community Serving Weighted Trip Generation:  $5.18 + 0.35 = 5.52$  (numbers rounded to nearest 100th place).

<sup>4</sup> The rate for Local Retail is based on the calculated daily trip generation per 1,000 sq. ft. for Multi-Tenant Retail and Free-Standing Retail. The following is the basis for Local Retail trip generation:  $(39.99 + 62.43) = 50.91$ ;  $50.91 \times 0.50 = 25.46$ .

<sup>5</sup> The trip generation associated with vehicle fueling positions is based on the following: Land Use Code: (944) 1k to 2K sq. ft. = 172.01 per position; (945) 2k to 4K sq. ft. = 265.12 per position; 4k to 5.5K sq. ft. = 257.13 per position; 5.5k to 10K sq. ft. = 345.75 per position. The following are the number of fuel positions and square footage for each ITE Land Use Code: (944) 8 positions and 1,500 sq. ft.; (945: 2K to 4K) 8 positions and 3,000 sq. ft.; (945: 4K to 5.5K) 14 positions and 4,750 sq. ft.; (945: 5.5K to 10K) 12 positions and 7,750 sq. ft. The total trip generation for convenience stores was calculated by multiplying the trip generation for convenience store (250.5) by the average square footage for each use evaluated: (944)  $1,500 \text{ sq. ft.} (1.5 \times 250.5 = 375.75)$ ; (945)  $3,000 \text{ sq. ft.} (3.0 \times 250.5 = 751.5)$ ;  $4,750 \text{ sq. ft.} (4.75 \times 250.5 = 1,189.88)$ ;  $7,750 \text{ sq. ft.} (7.75 \times 250.5 = 1,941.38)$ . The total trip generation for fueling positions was calculated by multiplying the trip generation rate per fuel position by the average number of fuel positions for each use evaluated: (944)  $(8 \times 172.01 = 1,376.08)$ ; (945)  $(8 \times 265.12 = 2,120.96)$ ;  $(14 \times 257.13 = 3,599.82)$ ;  $(12 \times 345.75 = 4,149)$ . The net trip generation per use was then calculated: (944)  $(1,376.08 - 375.75 = 1,000.33)$ ; (945)  $(2,120.96 - 751.5 = 1,369.46)$ ;  $(3,599.82 - 1,189.88 = 2,409.95)$ ;  $(4,149 - 1,941.38 = 2,207.63)$ . The trip generation per fuel position per use was calculated: (944)  $(1,000.33 / 8 = 125.04)$ ; (945)  $(1,369.46 / 8 = 171.18)$ ;  $(2,409.95 / 14 = 172.14)$ ;  $(2,207.63 / 12 = 183.97)$ . The study weight per use was then calculated: (944) 8 studies; (945) 48 studies; 5 studies; 1 study = total of 62 studies; (944)  $(8 / 62 = 0.129)$ ; (945)  $(48 / 62 = 0.774)$ ;  $(5 / 62 = 0.081)$ ;  $(1 / 62 = 0.016)$ . The weighted trip generation per fuel position was then calculated: (944)  $(125.04 \times 0.129 = 16.13)$ ; (945)  $(171.18 \times 0.774 = 132.53)$ ;  $(172.14 \times 0.081 = 13.88)$ ;  $(183.97 \times 0.016 = 2.97)$ . The sum of the weighted trips was then calculated:  $(16.13 + 132.53 + 13.88 + 2.97 = 165.51)$ . The trip rate of 165.51 is the weighted net average rate per fuel position for the four ITE land use codes used in the analysis. The rate per 1,000 sq. ft. is 250.5 for convenience stores.

<sup>6</sup> The rate for Quick Service Restaurants is based on the daily trip generation per 1,000 sq. ft. for the following: Fast Casual Restaurant (ITE Code 930), Fast Food without Drive-Thru (ITE Code 933), Fast Food with Drive-Thru (ITE Code 934), Coffee / Donut with Drive-Thru (ITE Code 937). The following are the number of Daily Trip Generation per ITE Code: (930) = 97.14; (933) = 450.49; (934) = 467.48; and (937) = 533.57. The following are the number of Daily Studies per ITE Code: (930) = 1; (933) = 6; (934) = 71; (937) = 6. Total Studies = 84. Weighted Trip Study (TSw): (ITE 930)  $1/84 = .012$ ; (ITE 933)  $6/84 = .0714$ ; (ITE 934)  $71/84 = .845$ ; and (ITE 937)  $6/84 = .0714$ . Weighted Trip Generation: (ITE 930)  $97.14 \times .012 = 1.16$ ; (ITE 933)  $450.49 \times .0714 = 32.18$ ; (ITE 934)  $467.48 \times .845 = 395.13$ ; (ITE 937)  $533.57 \times .0714 = 38.11$ ; Trip Generation:  $1.16 + 32.18 + 395.13 + 38.11 = 466.58$  (numbers rounded to nearest 100th place). Net Trip Generation:  $466.58 - 225.00 = 241.58$ . The number of trips assigned per drive-thru = 225.00. There is an additive Mobility Fee per drive-thru lane.

<sup>7</sup> The rate for Bank Drive-Thru or Free Standing ATM is based on the AM and PM trip generation per drive-thru lane per ITE Code 912. The following is the Trip Generation per drive-thru lane: AM = 8.54; PM = 27.07. The following are the peak hour factors per drive-thru lane based on ITE Time of Day Travel for the 11th Edition of the ITE manual: AM = 0.063; PM = 0.102. The following are the number of Studies per Peak Hour: AM = 36; PM = 109. Total Studies = 145. Weighted Trip Study (TSw): AM  $36/145 = 0.248$ ; PM  $109/145 = 0.752$ . Weighted Trip Generation (TGw): AM  $8.54 \times 0.248 = 2.12$ ; PM  $27.07 \times 0.752 = 20.35$ . Net TGw:  $2.12 + 20.35 = 22.47$ . Weighted Peak Hour Factor (PHw): AM  $0.063 \times 0.248 = 0.016$ ; PM  $0.102 \times 0.752 = 0.077$ . Net PHw:  $0.016 + 0.077 = 0.092$ . Net Trip Generation =  $(TGw / PHw) \text{ or } 22.47 / 0.092 = 243.40$  (numbers rounded to nearest 100th place). Net Trip Generation per drive-thru lane:  $243.39 - 100.35 = 143.04$ . The number of trips assigned per 1,000 sq. ft. for banks = 100.35 per ITE Code 912. There is an additive Mobility Fee per drive-thru lane or free standing ATM.

<sup>8</sup> The rate for Motor Vehicle or Boat Cleaning is based on the trip generation for the following: Self Serve Car Wash (ITE Code 947), Automated Car Wash (ITE Code 948), Car Wash & Detail (ITE Code 949). The following is the Trip Generation per ITE Code: (947) = 108; (948) = 77.5; and (949) = 156.2. The daily trip generation for ITE Codes 947 and 949 are provided per stall with an average of five (5) stalls. The trip generation for ITE Code 948 is for the Peak Hour only and for one (1) tunnel. To provide for an equal comparison, the trip generation for ITE Codes 947 and 949 was multiplied by five (5) to account for the five stall and maximum trip generation. For ITE Code 948, the Peak Hour trips were converted to Daily Trips using a peak to daily ratio of 0.10 (10% of daily traffic occurs during the Peak Hour). Calculated Daily Trip Generation by ITE Code: (947) =  $108 \times 5 = 540$ ; (948) =  $77.5 / .10 = 775$ ; and (949) =  $156.2 \times 5 = 781$ . The following are the number of Studies per ITE Code: (947) = 1; (948) = 3; and (949) = 1. Total Studies = 5. Weighted Trip Study (TSw): (ITE 947)  $1/5 = 0.20$ ; (ITE 948)  $3/5 = 0.60$ ; and (ITE 949)  $1/5 = 0.20$ . Weighted Trip Generation: (ITE 947)  $540 \times .2 = 108$ ; (ITE 948)  $775 \times .60 = 465$ ; and (ITE 949)  $781 \times .2 = 156.2$ . Trip Generation:  $108 + 465 + 156.2 = 729.20$  (numbers rounded to nearest 100th place). Net Trip Generation:  $729.20 / 5 = 145.84$ . The Net Trip Generation is adjusted to account for the number of bays, lanes, stalls or tunnels that may be present for Motor Vehicle Cleaning Facilities. Facilities with tunnels or a single service bay generally have multiple finishing stations for detailing and vacuuming. These finishing stations factor into the equation as they reduce the overall number of bays or stalls and still accommodate higher trip generation rates.

<sup>9</sup> The trip generation is based on the difference in trip generation for pharmacies with drive-thru's (108.40) minus the trips for free-standing retail uses (62.43) and pharmacies with-out drive-thru's (90.08) minus the trips for free-standing retail uses (62.43). The calculation is as follows:  $(108.40 - 62.43 = 45.97)$ ;  $(90.08 - 62.43 = 27.65)$ . The net difference  $(45.97 - 27.65 = 18.32)$  is then multiplied by the standard size of a pharmacy (13,500 sq. ft. / 1,000 = 13.5). The gross trip generation  $(18.32 \times 13.5 = 247.32)$  associated with drive-thru's is then divided by two (2) to account for the average number of drive-thru lanes associated with a pharmacy, for a net trip generation of 123.66 per drive-thru-lane.

URBAN CLUSTER RESIDENTIAL TRIP GENERATION								
Residential Use	ITE Land Use Code	Trip Generation	Total Number of Studies	Square Footage	Square Footage Adjusted	Trip Generation per 1,000 sq. ft.	Trip Study (Weighted)	Trip Generation (Weighted)
Single Family Detached	210	9.43	174	2,146	2.146	4.39	0.662	2.91
Single Family Attached	215	7.2	22	1,674	1.674	4.30	0.084	0.36
Multi-Family (Low-Rise)	220	6.74	22	1,118	1.1	6.03	0.084	0.50
Multi-Family (Mid-Rise)	221	4.54	11	900	0.9	5.04	0.042	0.21
Mobile Home	240	7.12	13	1,585	1.585	4.49	0.049	0.22
Senior Adult Housing (Single-Family)	251	4.31	15	900	0.9	4.79	0.057	0.27
Senior Housing Attached (Multi-Family)	252	3.24	6	800	0.8	4.05	0.023	0.09
<b>Total</b>	--	--	263	--	--	--	--	4.57
RURAL RESIDENTIAL TRIP GENERATION								
Single Family Detached	210	9.43	174	2,146	2.146	4.39	0.930	4.09
Mobile Home	240	7.12	13	1,585	1.585	4.49	0.070	0.31
<b>Total</b>	--	--	187	--	--	--	--	4.40
<p><b>Notes:</b> Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning typical square footage for Oviedo by type of unit per the 11th Edition of the ITE Trip Generation Manual. The assigned square footage of each unit type is then divided by 1,000 (square footage adjusted). Trip Generation is then adjusted for localized occupancy where ITE provides occupancy characteristics. A Trip Study weighting is then calculated based on the number of studies per use. A Trip Generation weight is then calculated based on the weighted trip studies. Affordable, Attainable and Workforce Housing is 50% of the residential rate. Oviedo may elect to establish programs that establish criteria to qualify for affordable, attainable, and workforce residential designations.</p>								



**INDOOR COMMERCIAL RECREATION TRIP GENERATION**

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.04	0.65
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.58	0.123	3	3	14.55	0.06	0.84
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	6.10	0.06	0.35
BOWLING ALLEY	437	1,000 SQ. FT.	0.81	0.068	1	1.16	0.123	5	6	10.67	0.12	1.23
HEALTH / FITNESS	492	1,000 SQ. FT.	1.31	0.068	6	3.45	0.123	8	14	23.66	0.27	6.37
ATHLETIC CLUB	493	1,000 SQ. FT.	3.16	0.068	2	6.29	0.123	3	5	48.80	0.10	4.69
COMMUNITY CENTER	495	1,000 SQ. FT.	1.91	0.068	12	2.50	0.123	15	27	24.21	0.52	12.57
<b>TOTAL</b>	--	--	--	<b>0.068</b>	<b>21</b>	--	<b>0.123</b>	<b>31</b>	<b>52</b>	--	<b>1.00</b>	<b>24.86</b>

**Notes:** Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example:  $DT = ((1.91 / .068) + (2.50 / 0.123)) = 24.21$ ;  $TSW = (27 / 52) = 0.52$ ;  $TGW = (24.21 \times 0.52) = 12.57$ . Indoor Commercial Recreation Trip Generation is the sum of  $(0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86$ .

LONG TERM CARE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CONGREGATE CARE FACILITY	253	DWELLING	0.08	0.047	8	0.18	0.081	9	17	1.96	0.23	0.46
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.15	0.047	15	0.19	0.081	15	30	2.77	0.41	1.14
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.26	0.047	8	0.59	0.081	9	17	6.48	0.23	1.51
ASSISTED LIVING	254	1000 SQ. FT.	0.38	0.093	5	0.48	0.088	5	10	4.77	0.14	0.65
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.047	15	0.48	0.081	15	30	6.92	0.41	2.84
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.22	1.68
<i>TOTAL / AVERAGE</i>			<i>0.39</i>	<i>0.066</i>	<i>36</i>	<i>0.53</i>	<i>0.081</i>	<i>37</i>	<i>73</i>	<i>6.46</i>	<i>1.00</i>	<i>6.68</i>
<p><i>Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: <math>DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65</math>; <math>TSW = (16 / 73) = 0.22</math>; <math>TGW = (7.65 \times 0.22) = 1.68</math>. Long Term Care TG: <math>Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68</math>. Average values in the last row are shown in italics for informational purposes only.</i></p>												

PRIVATE EDUCATION TRIP GENERATION										
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.75	46	0.45	54	1.80	100	0.19	0.34
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.74	25	0.36	29	1.65	54	0.10	0.17
HIGH SCHOOL	525	STUDENTS	0.51	51	0.32	65	1.25	116	0.22	0.28
PRIVATE K-8	530	STUDENTS	1.01	14	0.6	12	2.42	26	0.05	0.12
PRIVATE K-12	532	STUDENTS	0.8	5	0.53	3	2.00	8	0.02	0.03
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.02	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.07	26	0.72	27	2.69	53	0.10	0.27
CHARTER HIGH SCHOOL	538	STUDENTS	0.94	4	0.73	4	2.51	8	0.02	0.04
DAY CARE	565	STUDENTS	0.79	75	0.81	75	2.40	150	0.29	0.69
TOTAL								523	1.00	1.96
<p>DAILY TRIP GENERATION RATE OF 13.76 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 142.5 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 142.5 = 7.02); (1.96 X 7.02 = 13.76). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.73 = 1.67; 1.67 X 1.5 = 2.51). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 11TH EDITION.</p>										
<p>AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW &amp; ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).</p>										

OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
OFFICE	710	1,000 SQ. FT.	10.84	59	0.38	4.15
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.14	1.96
CORPORATE HEADQUARTERS	714	1,000 SQ. FT.	7.95	7	0.05	0.36
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.08	1.02
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.05	0.49
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.06	0.72
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.14	1.58
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.10	1.29
<b>TOTAL</b>				<b>154</b>	<b>1.00</b>	<b>11.58</b>

**Notes:** Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example:  $TSw = (59 / 154) = 0.38$ ;  $TGw = (10.84 \times 0.38) = 4.15$ . Office Trip Generation is the sum of  $(4.15 + 1.96 + 0.36 + 1.02 + 0.49 + 0.72 + 1.58 + 1.29) = 11.58$ .

**MEDICAL OFFICE TRIP GENERATION**

USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
OFFICE	710	1,000 SQ. FT.	10.84	59	0.57	6.21
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.07	0.73
MEDICAL OFFICE	720	1,000 SQ. FT.	36.0	18	0.17	6.29
CLINIC	630	1,000 SQ. FT.	37.6	9	0.09	3.29
VETERINARY	640	1,000 SQ. FT.	21.5	6	0.06	1.25
EMERGENCY CARE	650	1,000 SQ. FT.	24.94	4	0.04	0.97
<b>TOTAL</b>				<b>103</b>	<b>1.00</b>	<b>18.74</b>

**Notes: Medical** Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example:  $TSw = (59 / 103) = 0.57$ ;  $TGw = (10.84 \times 0.57) = 6.21$ . Medical Office Trip Generation is the sum of  $(6.21 + 0.73 + 6.29 + 3.29 + 1.25 + 0.97) = 18.74$ .

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.194	0.943
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.141	0.476
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.277	1.318
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.010	0.010
UTILITY	170	1,000 SQ. FT.	12.29	13	0.068	0.836
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.105	1.028
MARIJUANA CULTIVATION & PROCESSING	190	1,000 SQ. FT.	8.36	1	0.005	0.044
RESEARCH & DEVELOPMENT PARK	760	1,000 SQ. FT.	11.08	22	0.115	1.276
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.084	1.042
AVERAGE (STUDIES = TOTAL)	--	--	8.53	191	1.000	6.98

Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example:  $TSW = (37 / 315) = 0.117$ ;  $TGW = (4.87 \times 0.117) = 0.572$ . Industrial TG:  $Sum(0.572 + 0.289 + 0.799 + 0.168 + 0.074 + 0.404 + 0.057 + 0.041 + 0.118 + 0.034 + 0.0006 + 0.507 + 0.623) = 3.69$ . Average values in the last row are shown in italics for informational purposes only.

COMMERCIAL STORAGE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
WAREHOUSE	150	1,000 SQ. FT.	0.18	0.065	36	0.18	0.065	49	85	2.77	0.22	0.61
MINI-WAREHOUSE	151	1,000 SQ. FT.	0.15	0.087	13	0.15	0.087	18	31	1.72	0.08	0.14
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	0.10	0.048	102	0.10	0.048	103	205	2.08	0.53	1.10
HIGH CUBE FULLFILLMENT	155	1,000 SQ. FT.	0.16	0.113	22	0.16	0.113	22	44	1.42	0.11	0.16
HIGH CUBE FULLFILLMENT - SORT	155	1,000 SQ. FT.	1.20	0.113	2	1.20	0.113	3	5	10.62	0.01	0.14
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	0.64	0.113	4	0.64	0.113	4	8	5.66	0.02	0.12
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	0.15	0.048	5	0.15	0.048	5	10	3.13	0.03	0.08
TOTAL	--	--	--		184	--	--	204	388	--	--	2.34

**Notes:** Commercial Storage Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the closest 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation (TGw) is calculated based on daily trips multiplied by Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). High Cube Fullfillment Example:  $DT = ((0.16 / .0113) + (0.16 / 0.113)) = 1.42$ ;  $TSw = (44 / 388) = 0.113$ ;  $TGw = (1.42 \times 0.11) = 0.16$ . Commercial Storage Weighted Trip Generation (TGw) is the sum of  $(0.61 + 0.14 + 1.10 + 0.16 + 0.14 + 0.12 + 0.08) = 2.34$ .

OVERNIGHT LODGING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.46	0.053	28	0.59	0.077	31	59	8.17	0.30	2.46
ALL SUITES HOTEL	311	ROOM	0.34	0.052	9	0.36	0.077	10	19	5.61	0.10	0.54
BUSINESS HOTEL	312	ROOM	0.36	0.071	17	0.31	0.069	24	41	4.78	0.21	1.00
MOTEL	320	ROOM	0.35	0.066	15	0.36	0.071	20	35	5.19	0.18	0.93
RESORT HOTEL	330	ROOM	0.32	0.050	6	0.41	0.050	9	15	7.30	0.08	0.56
TIMESHARE	265	ROOM	0.40	0.060	14	0.63	0.060	13	27	8.58	0.14	1.18
<b>TOTAL</b>	--	--	--	--	89	--	--	107	196	--	1.00	6.67

**Notes:** Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example:  $DT = ((0.46 / .053) + (0.59 / 0.077)) = 8.17$ ;  $TSW = (59 / 196) = 0.30$ ;  $TGW = (8.17 \times 0.30) = 2.46$ . Hotel Trip Generation:  $Sum(2.46 + 0.54 + 1.00 + 0.93 + 0.56 + 1.18) = 6.67$ . *Average values in the last row are shown in italics for informational purposes only.*



**MOTOR VEHICLE SERVICE TRIP GENERATION**

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
TIRE STORE	848	SERVICE BAY	2.10	0.066	9	3.42	0.091	10	19	34.70	0.35	11.99
TIRE SUPERSTORE	849	SERVICE BAY	2.01	0.066	11	3.17	0.091	12	23	32.64	0.42	13.65
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	3.00	0.083	1	4.85	0.115	10	11	39.16	0.20	7.83
AUTOMOBILE CARE CENTER	942	SERVICE BAY	1.52	0.083	1	2.17	0.115	1	2	18.59	0.04	0.68
<b>TOTAL</b>	--	--	--	--	22	--	--	33	55	--	1.00	34.15

**Notes:** Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example:  $DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70$ ;  $TSw = (19 / 55) = 0.35$ ;  $TGw = (34.70 \times 0.35) = 11.99$ . Motor Vehicle Service Trip Generation per bay is the sum of  $(11.99 + 13.65 + 7.83 + 0.68) = 34.15$ .

# **APPENDIX L**

## **Internal Capture**

# NCHRP

## REPORT 684

NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM

### **Enhancing Internal Trip Capture Estimation for Mixed-Use Developments**

TRANSPORTATION RESEARCH BOARD  
*OF THE NATIONAL ACADEMIES*

**Table F-2. Summary of estimator validation comparisons.**

Development/data	Vehicle Trip (Person Trips)				Percent Internal Trips (Peak Period)			
	A.M. Peak Hour		P.M. Peak Hour		A.M.		P.M.	
	In	Out	In	Out	In	Out	In	Out
<b>Mockingbird Station</b>								
Counted at cordon	272(385)	128(213)	367(595)	353(586)				
Estimator output	259(329)	107(165)	422(565)	412(588)	19%	32%	33%	33%
From survey					35%	46%	36%	42%
Estimator/counted	0.95(0.85)	0.84(0.77)	1.15(0.95)	1.17(1.00)				
Without proximity adjustment								
Estimator output	Same	Same	422(563)	411(586)	Same	Same	33%	33%
Estimator/counted	Same	Same	1.15(0.95)	1.16(1.00)				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	322(409)	156(242)	537(715)	523(745)	No data	No data	15%	15%
Estimator/counted	1.18(1.06)	1.22(1.14)	1.46(1.20)	1.48(1.27)				
Unadjusted ITE <i>Trip Generation</i> report								
Estimator output	399	233	798	832	0%	0%	0%	0%
Unadjusted/counted	1.47	1.82	2.17	2.36				
<b>Atlantic Station</b>								
With proximity adjustment								
Counted at cordon	962(1012)	455(502)	1023(1396)	1038(1260)				
Estimator output	796(843)	252(308)	962(1126)	1151(1342)	17%	37%	36%	34%
From survey					40%	30%	41%	42%
Estimator/counted	0.83(0.83)	0.55(0.61)	0.94(0.81)	1.10(1.07)				
Without proximity adjustment								
Estimator output	Same	Same	938(1097)	1124(1310)	Same	Same	38%	36%
Estimator/counted	Same	Same	0.91(0.79)	1.08(1.04)				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	952(1130)	398(484)	1232(1445)	1604(1750)	No data	No data	16%	13%
Estimator/counted	0.99(1.11)	0.87(0.96)	1.29(1.04)	1.55(1.39)				
Unadjusted ITE <i>Trip Generation</i> report								
Estimator output	1122	473	1690	1992	0%	0%	0%	0%
Unadjusted/counted	1.17	1.03	1.65	1.92				
<b>Legacy Town Center</b>								
Counted at cordon	734(819)	641(779)	933(1187)	955(1122)				
Estimator output	736(906)	690(850)	1003(1236)	912(1123)	15%	16%	34%	36%
From survey					32%	25%	48%	44%
Estimator/counted	1.00(1.11)	1.08(1.09)	0.95(1.04)	0.95(1.00)				
Without proximity adjustment								
Estimator output	Same	Same	923(1136)	831(1023)	Same	Same	39%	42%
Estimator/counted	Same	Same	0.98(0.96)	0.87(0.91)				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	864(1065)	821(1009)	1231(1516)	1413(1740)	No data	No data	27%	24%
Estimator/counted	1.18(1.30)	1.28(1.30)	1.32(1.28)	1.48(1.55)				
Unadjusted ITE <i>Trip Generation</i> report	909	862	1598	1502	0%	0%	0%	0%
Unadjusted/counted	1.24	1.34	1.71	1.57				
<b>Boca (ex-Crocker) Center</b>								
Counted at cordon	488	219	281	532				
Estimator output	525	189	342	461	13%	26%	32%	31%
From survey					No data	No data	No data	No data
Estimator/counted	1.08	0.86	1.22	0.87				
Without proximity adjustment								
Estimator output	Same	Same	342	461	Same	Same	32%	31%
Estimator/counted	Same	Same	1.22	0.87				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	617	271	385	502	No data	No data	26%	33%
Estimator/counted	1.26	1.24	1.37	0.94				
Unadjusted ITE <i>Trip Generation</i> report	655	295	566	678	0%	0%	0%	0%
Unadjusted/counted	1.34	1.35	2.01	1.27				

(continued on next page)

Table F-2. (Continued).

Development/data	Vehicle Trip (Person Trips)				Percent Internal Trips (Peak Period)			
	A.M. Peak Hour		P.M. Peak Hour		A.M.		P.M.	
	In	Out	In	Out	In	Out	In	Out
<b>Mizner Center</b>								
Counted at cordon	220	145	547	328				
Estimator output	239	99	417	388	13%	25%	29%	35%
From survey					No data	No data	No data	No data
Estimator/counted	1.09	0.68	0.76	1.18				
Without proximity adjustment								
Estimator output	Same	Same	412	383	Same	Same	30%	35%
Estimator/counted	Same	Same	0.75	1.17				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	267	134	425	402	No data	No data	27%	32%
Estimator/counted	1.21	0.99	0.78	1.23				
Unadjusted ITE <i>Trip Generation</i> report	272	137	613	585	0%	0%	0%	0%
Unadjusted/counted	1.24	0.94	1.12	1.78				
<b>Boca del Mar</b>								
With proximity adjustment								
Counted at cordon	-	-	2187	← 2-way				
Estimator output	-	-	915	895	-	-	26%	28%
From survey					No data	No data	7%	8%
Estimator/counted	-	-	0.83	← 2-way				
Without proximity adjustment								
Estimator output	-	-	689	676	-	-	44%	47%
Estimator/counted	-	-	0.62	← 2-way				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output	-	-	839	831	-	-	33%	35%
Estimator/counted	-	-	0.76	← 2-way				
Unadjusted ITE <i>Trip Generation</i> report	-	-	1241	1209	-	-	0%	0%
Unadjusted/counted	-	-	1.12	← 2-way				
<b>Southern Village</b>								
Counted at cordon	-	-	1336	← 2-way				
Estimator output	-	-	546	438				
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	645	731	-	-	11%	13%
From survey					No data	No data	No data	No data
Estimator/counted	-	-	1.03	← 2-way				
Without proximity adjustment								
Estimator output	-	-	537	429	No data	No data	N/A <sup>a</sup>	N/A <sup>a</sup>
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	637	722				
Estimator/counted			1.01	← 2-way				
With ITE <i>Trip Gen Handbook</i> data								
Estimator output			574	466	-	-	6%	8%
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	671	756				
Estimator/counted			0.99	← 2-way				
Unadjusted ITE <i>Trip Generation</i> report			633	512	-	-	0%	0%
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	730	802				
Unadjusted/counted			1.15	← 2-way				

<sup>a</sup> Person trips not known for non-MXD uses

# **APPENDIX M**

## **Vehicle Miles of Travel**

APPENDIX M: VEHICLE MILES OF TRAVEL (VMT)	Vehicle Travel			Vehicle Miles of Travel (VMT)		
Use Categories, Use Classifications, and Representative Uses	% New Trips	Trip Length (TL)	Limited Access Evaluation Factor (LAEf)	NON TND/TOD	TND	TOD
<b>Residential Uses Per 1,000 Sq. Ft.</b>						
Affordable & Workforce Residential	1.00	4.29	3.14	7.20	6.13	5.41
Urban Cluster Residential	1.00	4.29	3.14	14.37	12.20	10.79
Urban Cluster Residential Expansion	1.00	4.29	3.14	7.19	6.10	5.38
Outside Urban Cluster Residential	1.00	4.81	3.53	15.51	--	--
Outside Urban Cluster Residential Expansion	1.00	4.81	3.53	7.76	--	--
<b>Recreation Uses per 1,000 Sq. Ft. or unit of measure</b>						
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	1.000	4.09	3.00	36.55	31.06	27.40
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	0.750	4.09	3.00	55.90	47.51	41.93
<b>Institutional Uses per 1,000 Sq. Ft.</b>						
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	1.00	3.89	2.85	15.74	13.37	11.80
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	0.80	3.07	2.25	12.03	10.23	9.02
Private Education (Day Care, Private Primary School, Pre-K)	0.50	3.67	2.69	18.51	15.74	13.88
<b>Office Uses per 1,000 Sq. Ft.</b>						
Office (General, Higher Education, Hospital, Professional, Tutoring)	0.90	5.36	3.93	40.95	34.79	30.73
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	0.85	4.09	3.00	47.75	40.59	35.83
<b>Industrial Uses per 1,000 Sq. Ft.</b>						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	1.00	5.36	3.93	27.42	23.30	20.59
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	1.00	5.36	3.93	9.19	7.82	6.91
<b>General Commercial Uses per 1,000 Sq. Ft.</b>						
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	0.40	3.8	2.79	28.37	24.11	21.28
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	0.60	3.8	2.79	65.83	55.95	49.37
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	0.65	3.8	2.79	113.03	96.08	84.77
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	0.55	3.54	2.59	136.45	115.98	102.34
Convenience Store (With or Without Motor Vehicle Fueling)	0.30	3.66	2.68	201.61	171.37	151.21
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	0.225	3.62	2.65	144.23	122.59	108.18
<b>Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging &amp; Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)</b>						
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	0.40	3.45	2.53	144.69	122.98	108.52
Overnight Lodging per Room	1.00	4.59	3.36	22.44	19.08	16.82
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	1.00	4.29	3.14	10.97	9.34	8.24
Ecotourism or Agritourism per Dwelling	1.00	4.81	3.53	3.53	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	0.145	3.45	2.53	53.48	45.45	40.11
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	0.30	3.54	2.59	128.84	109.51	96.63
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	0.55	3.45	2.53	47.50	40.38	35.62
Pharmacy Drive-Thru per Lane	0.30	3.59	2.63	97.62	82.98	73.22
Quick Service Restaurant Drive-Thru per Lane	0.225	3.62	2.65	134.33	114.18	100.75

# **APPENDIX N**

## **Person Miles of Travel**



APPENDIX N: PERSON MILES OF TRAVEL FACTOR													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTF)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	3,567	1,015	3.51	1,757	1.73	6,283	3.58	1.78	3,532	3.63	974	1,710	1.76
Buy Meals	1,904	530	3.59	1,172	2.21	4,227	3.61	2.25	1,881	3.94	477	1,040	2.18
Buy Services	635	166	3.82	280	1.69	963	3.44	1.52	634	3.89	163	276	1.69
Entertainment (Social)	851	197	4.32	450	2.28	1,904	4.23	2.31	826	5.07	163	366	2.25
Entertainment, Errands, Buy Goods, Services & Meals	7,393	2,075	3.56	3,909	1.88	14,046	3.59	1.92	7,299	3.80	1,921	3,616	1.88
Errands, Buy Goods	4,003	1,182	3.39	2,007	1.70	6,951	3.46	1.76	3,959	3.54	1,118	1,934	1.73
Errands, Buy Goods & Meals	5,907	1,712	3.45	3,179	1.86	11,178	3.52	1.91	5,839	3.66	1,595	2,974	1.86
Errands, Buy Goods & Services	4,638	1,348	3.44	2,287	1.70	7,914	3.46	1.72	4,593	3.59	1,281	2,210	1.73
Errands, Buy Goods, Meals & Services	6,542	1,878	3.48	3,459	1.84	12,141	3.51	1.88	6,473	3.68	1,758	3,250	1.85
Errands, Buy Meals	2,340	697	3.36	1,422	2.04	4,895	3.44	2.12	2,307	3.62	621	1,264	1.73
Errands, Buy Meals & Services	2,975	863	3.45	1,702	1.97	5,858	3.44	1.99	2,941	3.75	784	1,540	1.96
Errands, Buy Services	1,071	333	3.22	530	1.59	1,631	3.08	1.54	1,060	3.45	307	500	1.63
Entertainment, Exercise, Errands	1,953	608	3.21	1,061	1.75	3,617	3.41	1.97	1,833	4.09	448	811	1.81
Religious, Errands	1,086	307	3.54	561	1.83	2,175	3.88	2.03	1,072	3.89	276	524	1.90
Entertainment (Social), Home	9,284	2,430	3.82	4,560	1.88	18,200	3.99	2.03	8,984	4.59	2,066	4,008	1.91
Family Care, School, Errands	1,021	308	3.32	551	1.79	1,920	3.48	1.94	988	3.67	269	502	1.87
Family Care, Errands	476	176	2.70	270	1.53	754	2.79	1.63	463	3.07	151	241	1.60
Medical, Errands	1,062	282	3.76	426	1.51	1,651	3.87	1.58	1,047	4.09	256	397	1.55
Work, Errands	4,696	925	5.08	1,195	1.29	5,858	4.90	1.27	4,626	5.36	863	1,111	1.29
Home (Urban Cluster)	8,433	2,233	3.78	4,110	1.84	16,296	3.96	2.00	8,158	4.29	1,903	3,642	1.91
Home (Rural Residential)	9,800	2,312	4.24	4,273	1.85	19,124	4.48	2.01	9,525	4.81	1,982	3,806	1.92

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 15 miles or less in length. A total of 5,706 unique survey's were used in the analysis.

# **APPENDIX O**

## **Person Travel Demand (PTD)**

APPENDIX O: PERSON TRAVEL DEMAND (PTD)	Person Miles of Travel per land use (PMTu)				Person Travel Demand (PTD)		
Use Categories, Use Classifications, and Representative Uses	Person Miles of Travel Factor (PMTf)	NON TND/TOD	TOD	TND	NON TND/TOD	TND	TOD
<b>Residential Uses Per 1,000 Sq. Ft.</b>							
Affordable & Workforce Residential	2.00	14.40	12.26	10.82	7.20	6.13	5.41
Urban Cluster Residential	2.00	28.74	24.40	21.57	14.37	12.20	10.79
Urban Cluster Residential Expansion	2.00	14.37	12.20	10.75	7.19	6.10	5.38
Outside Urban Cluster Residential	2.01	31.18	--	--	15.59	--	--
Outside Urban Cluster Residential Expansion	2.01	15.59	--	--	7.80	--	--
<b>Recreation Uses per 1,000 Sq. Ft. or unit of measure</b>							
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	1.97	71.99	61.19	53.98	36.00	30.59	26.99
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	1.97	110.12	93.60	82.61	55.06	46.80	41.31
<b>Institutional Uses per 1,000 Sq. Ft.</b>							
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	2.03	31.95	27.15	23.96	15.98	13.57	11.98
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	1.63	19.60	16.67	14.70	9.80	8.33	7.35
Private Education (Day Care, Private Primary School, Pre-K)	1.94	35.91	30.53	26.93	17.95	15.27	13.46
<b>Office Uses per 1,000 Sq. Ft.</b>							
Office (General, Higher Education, Hospital, Professional, Tutoring)	1.27	52.00	44.19	39.02	26.00	22.09	19.51
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	1.58	75.45	64.14	56.61	37.73	32.07	28.30
<b>Industrial Uses per 1,000 Sq. Ft.</b>							
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	1.27	34.83	29.59	26.15	17.41	14.79	13.07
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	1.27	11.68	9.93	8.78	5.84	4.96	4.39
<b>General Commercial Uses per 1,000 Sq. Ft.</b>							
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	1.92	54.46	46.29	40.86	27.23	23.15	20.43
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	1.92	126.39	107.43	94.79	63.20	53.71	47.39
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	1.92	217.02	184.48	162.75	108.51	92.24	81.38
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	1.76	240.15	204.13	180.12	120.08	102.07	90.06
Convenience Store (With or Without Motor Vehicle Fueling)	1.91	385.08	327.32	288.82	192.54	163.66	144.41
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	2.12	305.77	259.90	229.33	152.88	129.95	114.67
<b>Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging &amp; Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)</b>							
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	1.54	222.82	189.39	167.12	111.41	94.70	83.56
Overnight Lodging per Room	2.03	45.56	38.73	34.15	22.78	19.36	17.07
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	2.00	21.95	18.68	16.48	10.97	9.34	8.24
Ecotourism or Agritourism per Dwelling	2.01	7.09	--	--	3.54	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	1.54	82.35	70.00	61.77	41.18	35.00	30.88
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	1.76	226.76	192.74	170.07	113.38	96.37	85.03
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	1.54	73.15	62.18	54.85	36.57	31.09	27.43
Pharmacy Drive-Thru per Lane	1.72	167.91	142.72	125.94	83.96	71.36	62.97
Quick Service Restaurant Drive-Thru per Lane	2.12	284.78	242.07	213.59	142.39	121.03	106.79

# **APPENDIX P**

## **Mobility Fee Schedule**

APPENDIX P: ALACHUA COUNTY MOBILITY FEE	East Assessment Area			West Assessment Area		
	NON TND/TOD	TND	TOD	NON TND/TOD	TND	TOD
Use Categories, Use Classifications, and Representative Uses						
Residential Uses Per 1,000 Sq. Ft.						
Affordable & Workforce Residential	\$813	\$692	\$611	\$1,757	\$1,496	\$1,319
Urban Cluster Residential	\$1,623	\$1,378	\$1,218	\$3,506	\$2,976	\$2,631
Urban Cluster Residential Expansion	\$811	\$689	\$607	\$1,753	\$1,488	\$1,312
Outside Urban Cluster Residential	\$1,761	--	--	\$3,803	--	--
Outside Urban Cluster Residential Expansion	\$880	--	--	\$1,902	--	--
Recreation Uses per 1,000 Sq. Ft. or unit of measure						
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	\$4,065	\$3,455	\$3,048	\$8,781	\$7,463	\$6,584
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	\$6,217	\$5,284	\$4,664	\$13,432	\$11,416	\$10,076
Institutional Uses per 1,000 Sq. Ft.						
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	\$1,804	\$1,533	\$1,353	\$3,897	\$3,311	\$2,923
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	\$1,107	\$941	\$830	\$2,391	\$2,033	\$1,793
Private Education (Day Care, Private Primary School, Pre-K)	\$2,027	\$1,724	\$1,520	\$4,380	\$3,724	\$3,285
Office Uses per 1,000 Sq. Ft.						
Office (General, Higher Education, Hospital, Professional, Tutoring)	\$2,936	\$2,495	\$2,203	\$6,343	\$5,390	\$4,760
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	\$4,260	\$3,621	\$3,196	\$9,203	\$7,823	\$6,905
Industrial Uses per 1,000 Sq. Ft.						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	\$1,966	\$1,671	\$1,476	\$4,248	\$3,609	\$3,189
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	\$659	\$561	\$496	\$1,424	\$1,211	\$1,071
General Commercial Uses per 1,000 Sq. Ft.						
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	\$3,075	\$2,614	\$2,307	\$6,643	\$5,646	\$4,984
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	\$7,136	\$6,065	\$5,352	\$15,417	\$13,104	\$11,562
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	\$12,253	\$10,416	\$9,189	\$26,471	\$22,502	\$19,852
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	\$13,559	\$11,525	\$10,170	\$29,293	\$24,899	\$21,970
Convenience Store (With or Without Motor Vehicle Fueling)	\$21,741	\$18,481	\$16,307	\$46,970	\$39,925	\$35,228
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	\$17,264	\$14,674	\$12,948	\$37,296	\$31,701	\$27,973
Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging & Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)						
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	\$12,581	\$10,693	\$9,435	\$27,179	\$23,101	\$20,384
Overnight Lodging per Room	\$2,572	\$2,186	\$1,928	\$5,557	\$4,724	\$4,165
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	\$1,239	\$1,055	\$1,055	\$2,677	\$2,278	\$2,010
Ecotourism or Agritourism per Dwelling	\$400	--	--	\$864	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	\$4,650	\$3,952	\$3,487	\$10,045	\$8,538	\$7,534
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	\$12,803	\$10,882	\$9,602	\$27,659	\$23,510	\$20,744
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	\$4,130	\$3,511	\$3,097	\$8,922	\$7,584	\$6,691
Pharmacy Drive-Thru per Lane	\$9,480	\$8,058	\$7,111	\$20,481	\$17,409	\$15,361
Quick Service Restaurant Drive-Thru per Lane	\$16,079	\$13,667	\$12,059	\$34,736	\$29,526	\$26,052

# **APPENDIX Q**

## **Single Family Square Foot Thresholds**

## **SINGLE FAMILY SQUARE FOOTAGE THRESHOLDS**

The current Impact Fees and MMTM program have a maximum threshold for residential dwellings of 2,600 habitable (aka climate controlled) square feet. This threshold means that any residential developments pay the applicable impact fee or MMTM up to 2,600 square feet. Residential development does not pay an impact fee for square footage above 2,600 sq. ft. While the utilization of an impact fee and MMTM based on square footage address affordable housing by charging an overall lower fee for smaller homes due to the fee being based on square footage, a 2,600 sq. ft. house pays the same impact fee as a 5,200 sq. ft. house, even though it is double the size. The original impact fee study in 2005 provided documentation that impacts lessened substantially after 2,600 sq. ft., which is the basis for the current threshold.

Nationwide, the square footage of single-family dwellings has increased with each decade, with marked increasing in square footage occurring after the year 2000. In the 2009 and 2017 National Household Travel Survey, there was shown to be a strong correlation between the number of vehicles per household and the number of overall trips and miles of travel. As the number of vehicles per household increase, so do the number of trips and miles of travel (**Appendix P**).

Nationwide, data from the American Community Survey shows a strong correlation between the number of bedrooms per household and the number of vehicles per household. The data for Alachua County showed very similar trends of increases in vehicles per household and number of bedrooms (**Appendix Q**). Similar trends occur through-out communities in Florida based on data from the latest American Community Survey.

An evaluation of the number of single-family dwelling units constructed from 2006 to 2023 was undertaken to determine if the 2,600 sq. ft. threshold should be updated. An evaluation was also undertaken to see if there was a correlation between the size of single-family residential dwelling units and the number of bedrooms per unit. The 2006-to-2023-time frame was chosen since it represents the new single-family residential development that has occurred since the impact fees were last updated. Residential dwellings under 2,600 sq. ft. are not impacted by any increase in the threshold. The following are the total number of single-family dwelling units and the number of bedrooms per sq. ft. constructed in unincorporated Alachua County from 2006 to 2023 (**Table 27**).

EXCERPT FROM ALACHUA COUNTY  
FIRE PROTECTION & PARK SYSTEM IMPACT FEE UPDATE  
TECHNICAL REPORT: AUGUST 2023

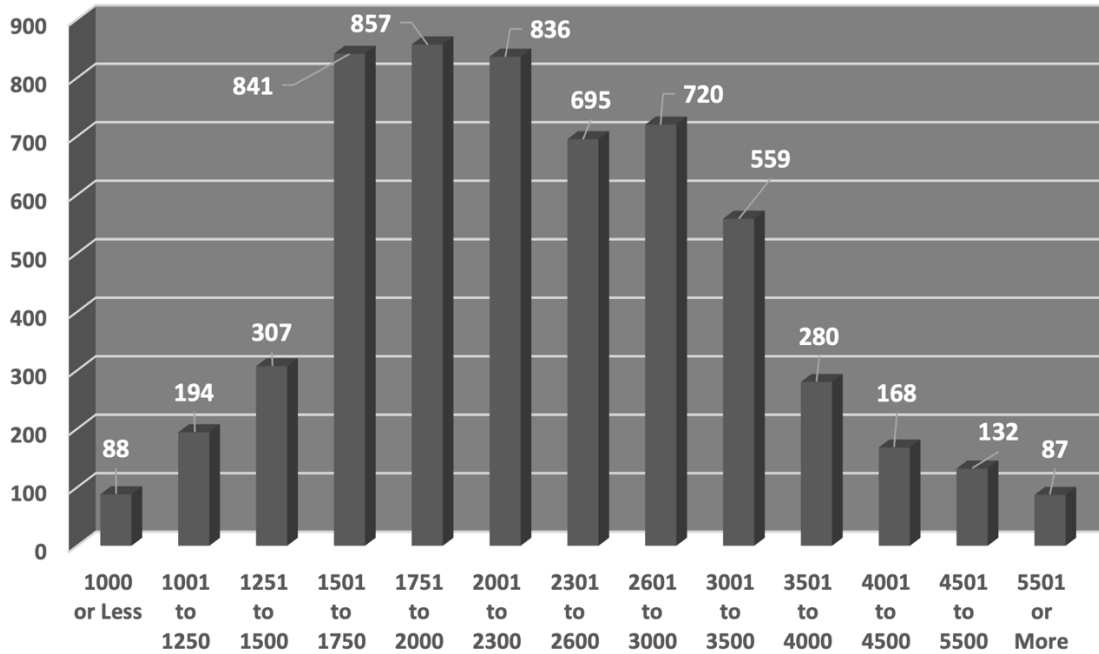
**TABLE 26. SINGLE-FAMILY RESIDENTIAL (2006 to 2023)**

SQUARE FOOTAGE THRESHOLDS	NUMBER OF UNITS	NUMBER OF BEDROOMS
1,000 sq. ft. or less	88	112
1,001 to 1,250 sq. ft.	194	458
1,251 to 1,500 sq. ft.	307	869
1,501 to 1,750 sq. ft.	841	2,569
1,751 to 2,000 sq. ft.	857	2,813
2,001 to 2,300 sq. ft.	836	2,883
2,301 to 2,600 sq. ft.	695	2,526
2,601 to 3,000 sq. ft.	720	2,711
3,001 to 3,500 sq. ft.	559	2,233
3,501 to 4,000 sq. ft.	280	1,154
4,001 to 4,500 sq. ft.	168	730
4,501 to 5,500 sq. ft.	132	575
5,501 sq. ft. or more	87	400
<b>Total</b>	<b>5,764</b>	<b>20,033</b>
<b>2,600 sq. ft. or less</b>	<b>4,037</b>	<b>12,230</b>
<b>2,601 sq. ft. or more</b>	<b>1,727</b>	<b>7,803</b>
<i>Source:</i> Alachua County Property Appraiser (Appendix R).		

The data illustrated that 30% of single-family dwellings units were greater than 2,600 sq. ft. in size. Single-family dwelling units greater than 2,600 sq. ft. accounted for 39% of the total number of bedrooms. The maximum number of dwelling units (857) were between 1,751 and 2,000 sq. ft. (Table 27). The following graphics illustrates the distribution of the total number of single-family dwelling units per threshold:



### SINGLE FAMILY DWELLINGS BY SQ. FT. (2006 to 2023)



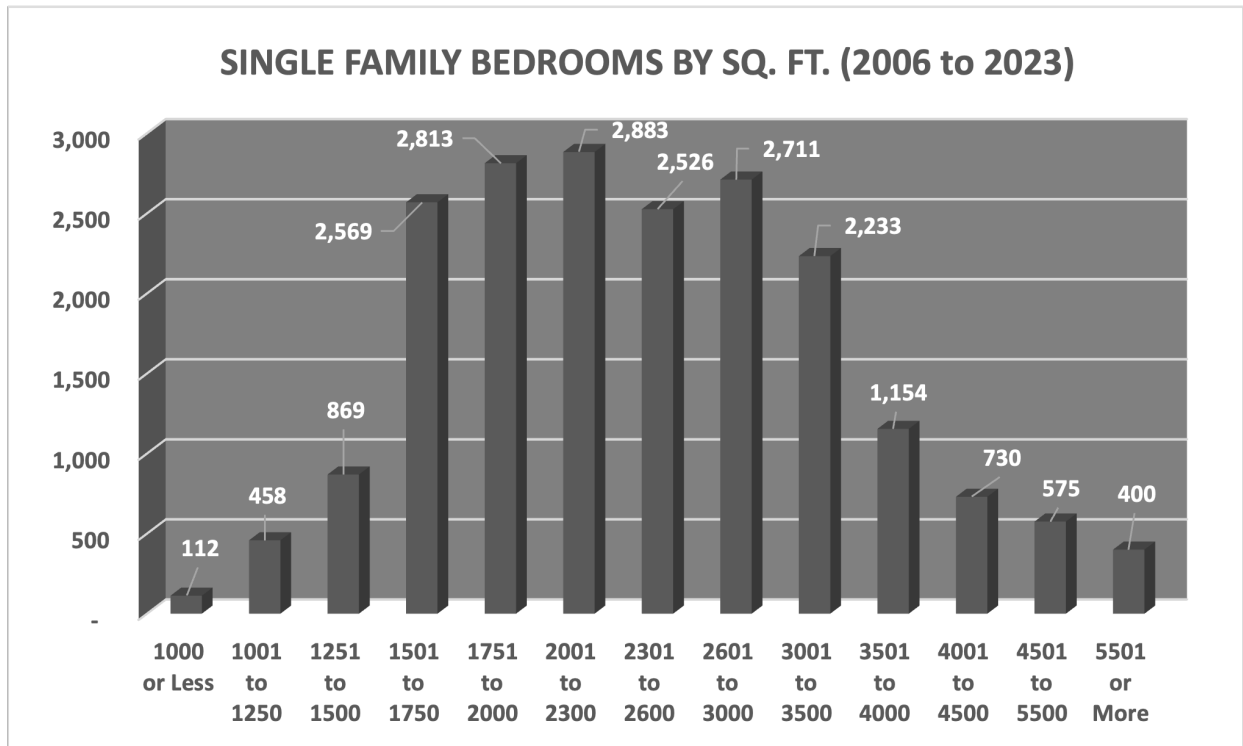
The graphic above illustrates that the total number of dwellings constructed is similar between 1,501 and 3,500 sq. ft. The total number of units range from 280 to 307 between 1,251 to 1,500 sq. ft. and 3,501 to 4,000 sq. ft. **(Table 27)**. The total number of units ranges from 168 to 194 between 1,001 to 1,250 sq. ft. and 4,001 to 4,500 sq. ft. **(Table 27)**. The total number of units is almost identical at the low and high end of the thresholds with 88 dwelling units 1,000 sq. ft. or less and 87 dwelling units of 5,501 sq. ft. or more in size. Based on the data illustrated above, a case could be that the maximum threshold could be as high as 5,501 square feet.

The total number of dwellings constructed does decrease by almost 50% after 3,500 sq. ft., making a case for a maximum of 3,500 sq. ft. The BoCC, based on number of dwelling units constructed, could make a compelling case for a maximum threshold between 3,500 and 5,500 sq. ft. The median, which happens to feature roughly the same number of dwellings between 1,001 and 1,250, would be 4,500 sq. ft **(Table 27)**.

The graphic below illustrates the total number of bedrooms constructed is similar between 1,501 and 3,500 sq. ft. The total number of bedrooms stays roughly the same between 1,501 and 3,500 sq. ft. even though the number of dwelling units begins to decrease after 2,000 sq. ft. This means as the square footage of households increases, so does the number of bedrooms. The total number of bedrooms ranges from 458 to 575 between 1,001 to 1,250 sq. ft. and 5,501 sq. ft. or more.

EXCERPT FROM ALACHUA COUNTY  
 FIRE PROTECTION & PARK SYSTEM IMPACT FEE UPDATE  
 TECHNICAL REPORT: AUGUST 2023

The total number of units is almost identical at the low and high end of the thresholds with 458 dwelling units 1,000 sq. ft. or less and 400 dwelling units of 5,501 sq. ft. or more in size. Based on the data illustrated above, a case could be that the maximum threshold could be as high as 5,501 square feet. The total number of dwellings constructed does decrease by almost 50% after 3,500 sq. ft., making a case for a maximum of 3,500 sq. ft. The BoCC, based on number of bedrooms, could make a compelling case for a maximum threshold between 3,500 and 5,500 sq. ft. The median, which happens to feature roughly the same number of bedrooms between 1,251 and 1,500, would be 4,500 sq. ft (**Table 27**).



Discussions were held at workshops with the BoCC related to increasing the square footage threshold above 2,600 sq. ft. The analysis of single-family homes built since 2006 within unincorporated Alachua County indicates that increasing thresholds to a range between 3,500 sq. ft. and 5,500 sq. ft. is supported by the data. The 3,500 sq. ft. threshold represents the low end of the range and 5,500 sq. ft. is the high range. The 3,500 to 4,000 sq. ft. range breaks the trend of relatively uniform data between 1,500 and 3,500 sq. ft. The 4,000 to 4,500 sq. ft. range includes another step down or deviation from the mean. Closing the gap to exclude the low and high end of the range would place the sq. ft. threshold between 4,000 and 5,000 sq. ft. The square footage discussed as a threshold cap would be 4,000 sq. ft., which represents an increase of 1,400 sq. ft. Increasing the threshold to 4,500 sq. ft. is also supported by the data an analysis.

## **APPENDIX P**

### **VEHICLE AVAILABILITY AND MILES OF TRAVEL**



U.S. Energy Information  
Administration

[Skip to sub-navigation](#)

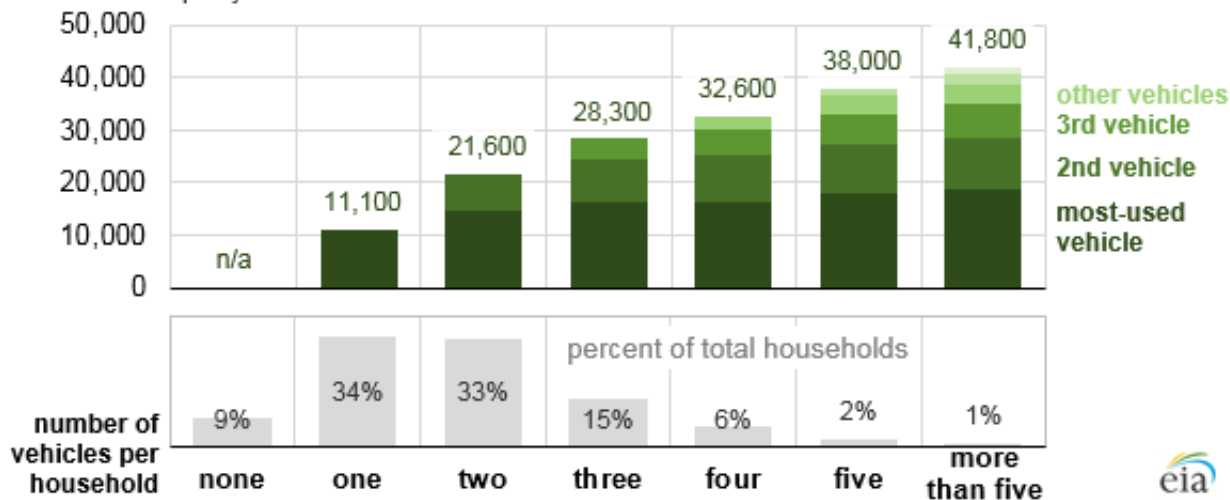
## Today in Energy

June 7, 2018

### U.S. households with more vehicles travel more but use additional vehicles less

#### Average annual vehicle miles per household (2017)

vehicle miles per year



**Source:** U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, [2017 National Household Travel Survey](#)

Households in the United States with more vehicles not only travel more, but they often put more miles on their most-used (primary) vehicle compared with households with fewer vehicles, according to the Federal Highway Administration's [National Household Travel Survey](#) (NHTS). Households with just one vehicle drove an average of about 11,100 miles per year, while households with more than five vehicles traveled a total of about 41,800 miles; each additional vehicle within a household had less average use. About two-thirds of households have either one or two vehicles.

U.S. households with more vehicles also tend to drive their primary vehicle more than households with fewer vehicles. While a two-vehicle household travels about 14,600 miles annually with the most-used vehicle, a five- or more vehicle household travels about 18,600 miles annually with the most-used vehicle.

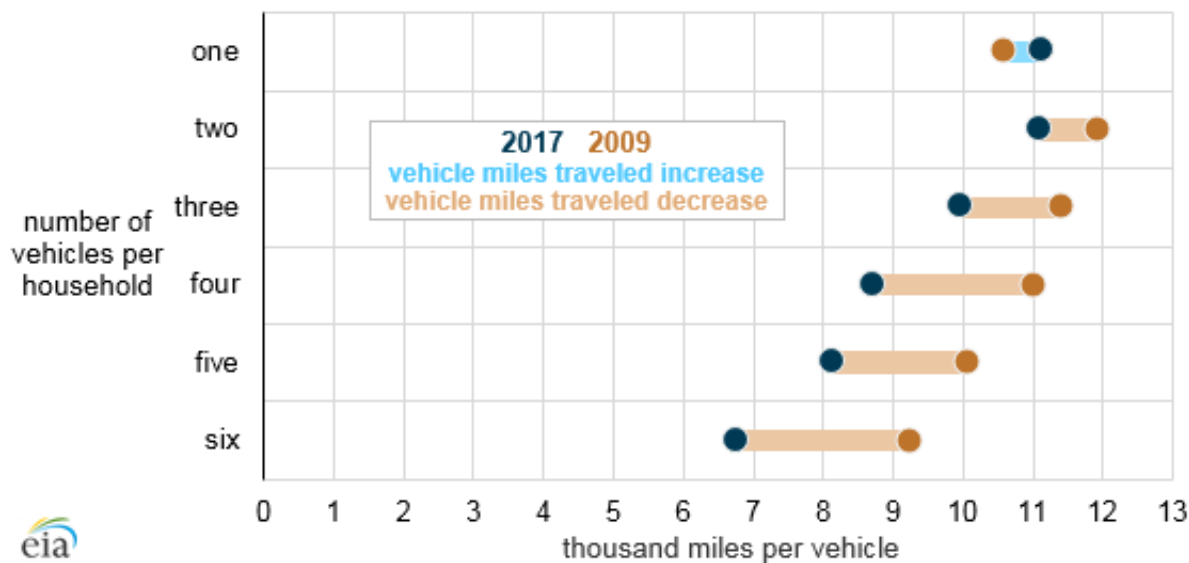
For U.S. households with more than one vehicle, the average use per vehicle within a household is greatest in a two-vehicle home, where the average vehicle travels about 11,000 miles. This average declines as households add more vehicles; a six-vehicle home averages about 6,700 miles per vehicle.

[Gasoline consumption](#) by household vehicles depends on both driving behavior (measured by vehicle miles traveled, or VMT) and vehicle fuel economy (measured in miles per gallon). [Changes in gasoline prices](#) are typically the primary factor in short-term fluctuations in gasoline expenditures, while changes in VMT and fuel economy (i.e., vehicle purchases) are more likely to influence longer-term trends.

In 2017, the total VMT for household vehicles was 2.11 trillion vehicle miles, down from the 2.25 trillion vehicle miles reported by NHTS for 2009, the previous NHTS survey year. Vehicle travel in households with only one vehicle increased from 2009 to 2017, which was

the only category to do so.

### U.S. annual vehicle miles traveled per vehicle (2009 and 2017)

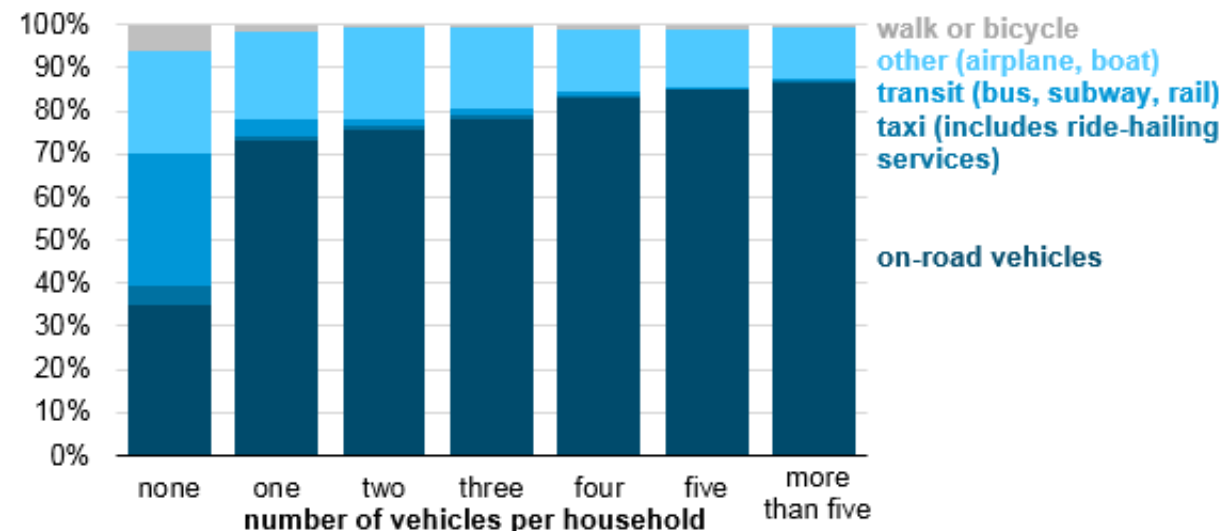


**Source:** U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, [2017 National Household Travel Survey](#) and [Technical Memo](#)

People in households in the United States without vehicles may still have access to vehicle travel or travel by other modes. Based on annualized person miles traveled, on average, a person in a zero-vehicle household uses transit modes such as bus, subway, and rail about eight times more than households with one or more vehicles. Similarly, these same zero-vehicle households take greater advantage of taxis and non-motorized modes of travel such as walking or biking.

### Distribution of travel modes in the United States, 2017

percent of person miles traveled



**Source:** U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, [2017 National Household Travel Survey](#)

The NHTS has been conducted by the U.S. Department of Transportation's Federal Highway Administration eight times since 1969. The latest data year for this survey is 2017, [a year with relatively low gasoline prices](#), which tends to increase vehicle travel.

**Principal contributor:** Mark Schipper

## **APPENDIX Q**

### **VEHICLES & BEDROOM PER HOUSEHOLD**

**APPENDIX Q: ALACHUA COUNTY VEHICLE AVAILABILITY & BEDROOMS BY TENURE**

VEHICLE AVAILABILITY BY HOUSEHOLD			NUMBER OF BEDROOMS BY HOUSEHOLD		
<b>Owner occupied:</b>	<b>61,131</b>	<b>Number of Bedrooms</b>	<b>Owner occupied:</b>	<b>61,131</b>	<b>Vehicles Available</b>
No vehicle available	1,034	0 & 1	No bedroom	73	0
1 vehicle available	20,247	1 & 2	1 bedroom	570	0
2 vehicles available	27,335	3	2 bedrooms	9,706	1
3 vehicles available	9,175	4	3 bedrooms	31,382	1 & 2
4 vehicles available	2,400	4 & 5	4 bedrooms	16,497	2 & 3
5 or more vehicles available	940	5 or More	5 or more bedrooms	2,903	4 or More
<b>Renter occupied:</b>	<b>47,058</b>	<b>Number of Bedrooms</b>	<b>Renter occupied:</b>	<b>47,058</b>	<b>Number of Bedrooms</b>
No vehicle available	5,886	0 & 1	No bedroom	3,629	0
1 vehicle available	21,392	1 & 2	1 bedroom	8,549	0 & 1
2 vehicles available	15,733	2 & 3	2 bedrooms	18,798	1 & 2
3 vehicles available	2,926	4 or More	3 bedrooms	12,126	2
4 vehicles available	428	4 or More	4 bedrooms	3,863	3 or More
5 or more vehicles available	693	4 or More	5 or more bedrooms	93	3 or More
American Community Survey (2021) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDT1Y2021) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT1Y2021)					

# **APPENDIX R**

## **Mobility Fee & MMTM Comparison**



APPENDIX R: MOBILITY FEE COMPARISON	West Assessment Area			Currently Adopted MMTM / TIF			Percent Increase
	NON TND/TOD	TND	TOD	NON TND/TOD	TND	TOD	NON TND/TOD
Use Categories, Use Classifications, and Representative Uses							
Residential Uses Per 1,000 Sq. Ft.							
Affordable & Workforce Residential	\$1,757	\$1,496	\$1,319	--	--	--	--
Urban Cluster Residential	\$3,506	\$2,976	\$2,631	\$3,164	\$2,494	\$1,851	11%
Urban Cluster Residential Expansion	\$1,753	\$1,488	\$1,312	\$1,582	\$1,247	\$929	11%
Outside Urban Cluster Residential	\$3,803	--	--	\$2,686	--	--	42%
Outside Urban Cluster Residential Expansion	\$1,902	--	--	\$1,357	--	--	40%
Recreation Uses per 1,000 Sq. Ft. or unit of measure							
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	\$8,781	\$7,463	\$6,584	--	--	--	--
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	\$13,432	\$11,416	\$10,076	\$9,864	\$8,384	\$6,904	36%
Institutional Uses per 1,000 Sq. Ft.							
Community Serving (Civic, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	\$3,897	\$3,311	\$2,923	\$3,256	\$2,767	\$2,306	20%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	\$2,391	\$2,033	\$1,793	\$1,934	\$1,644	\$1,354	24%
Private Education (Day Care, Private Primary School, Pre-K)	\$4,380	\$3,724	\$3,285	\$3,502	\$2,977	\$2,480	25%
Office Uses per 1,000 Sq. Ft.							
Office (General, Higher Education, Hospital, Professional, Tutoring)	\$6,343	\$5,390	\$4,760	\$4,899	\$4,164	\$3,429	29%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	\$9,203	\$7,823	\$6,905	\$7,133	\$6,063	\$4,993	29%
Industrial Uses per 1,000 Sq. Ft.							
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	\$4,248	\$3,609	\$3,189	\$4,384	--	--	-3%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	\$1,424	\$1,211	\$1,071	\$1,393	--	\$697	2%
General Commercial Uses per 1,000 Sq. Ft.							
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	\$6,643	\$5,646	\$4,984	\$8,321	\$6,585	\$4,938	-20%
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	\$15,417	\$13,104	\$11,562	\$13,697	\$11,642	\$9,588	13%
Free-Standing Retail (Discount, Financial, Pharmacy, Sit-Down Restaurant, Superstore)	\$26,471	\$22,502	\$19,852	\$21,898	\$18,614	\$15,329	21%
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	\$29,293	\$24,899	\$21,970	\$21,775	\$18,509	\$15,242	35%
Convenience Store (With or Without Motor Vehicle Fueling)	\$46,970	\$39,925	\$35,228	\$33,085	\$28,123	\$23,160	42%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual / Food, Take Away, Virtual)	\$37,296	\$31,701	\$27,973	\$26,295	\$22,351	\$18,406	42%
Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging & Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)							
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	\$27,179	\$23,101	\$20,384	\$20,519	\$17,441	\$14,364	32%
Overnight Lodging per Room	\$5,557	\$4,724	\$4,165	\$4,708	\$3,767	\$2,825	18%
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	\$2,677	\$2,278	\$2,010	--	--	--	--
Ecotourism or Agritourism per Dwelling	\$864	--	--	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Bay, Lane, Stall or Station	\$10,045	\$8,538	\$7,534	\$6,858	\$5,541	\$4,563	46%
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	\$27,659	\$23,510	\$20,744	\$33,085	\$28,123	\$23,160	-16%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	\$8,922	\$7,584	\$6,691	\$6,243	\$5,254	\$4,327	43%
Pharmacy Drive-Thru per Lane	\$20,481	\$17,409	\$15,361	\$14,897	\$12,662	\$10,428	37%
Quick Service Restaurant Drive-Thru per Lane	\$34,736	\$29,526	\$26,052	\$26,295	\$22,351	\$18,406	32%

# **APPENDIX S**

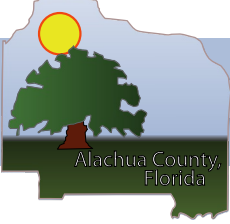
## **Origin & Destination Evaluation**

APPENDIX S: ORIGIN & DESTINATION EVALUATION													
	Destination Zones	1	2	3	4	5	6	7					
Origin Zones	Zone Names	Northwest Urban Area	UF / SHANDS	Southwest Urban Area	Southwest Alachua County	Northwest Alachua County	Eastern Alachua County	East Urban Area	External Counties	Origin Total	Community Capture	External Travel	Community & External
1	Northwest Urban Area	40,683	2,797	22,716	2,753	7,911	1,034	17,814	9,113	104,821	46%	9%	55%
2	UF / SHANDS	3,051	13,837	10,294	468	959	420	14,297	3,907	47,233	88%	8%	96%
3	Southwest Urban Area	22,142	8,336	78,714	5,427	5,643	1,331	29,887	15,630	167,110	60%	9%	70%
4	Southwest Alachua County	2,558	566	5,223	6,616	3,123	138	1,764	3,587	23,575	50%	15%	65%
5	Northwest Alachua County	7,208	1,104	5,402	3,230	36,692	476	4,820	13,415	72,347	61%	19%	79%
6	Eastern Alachua County	1,124	482	1,419	127	534	7,806	3,438	7,064	21,994	51%	32%	83%
7	East Urban Area	18,400	13,094	29,730	1,595	4,988	3,832	91,066	12,023	174,728	54%	7%	61%
	External Counties	9,437	4,771	14,778	3,526	12,793	7,379	12,083	--	--	--	--	--
	Destination Totals	104,603	44,987	168,276	23,742	72,643	22,416	175,169	--	--	--	--	--
	Community Capture	46%	85%	50%	51%	61%	52%	54%	--	--	--	--	--
	External Travel	9%	11%	9%	15%	18%	33%	7%	--	--	--	--	--
	Community & External	55%	95%	59%	66%	79%	85%	61%	--	--	--	--	--

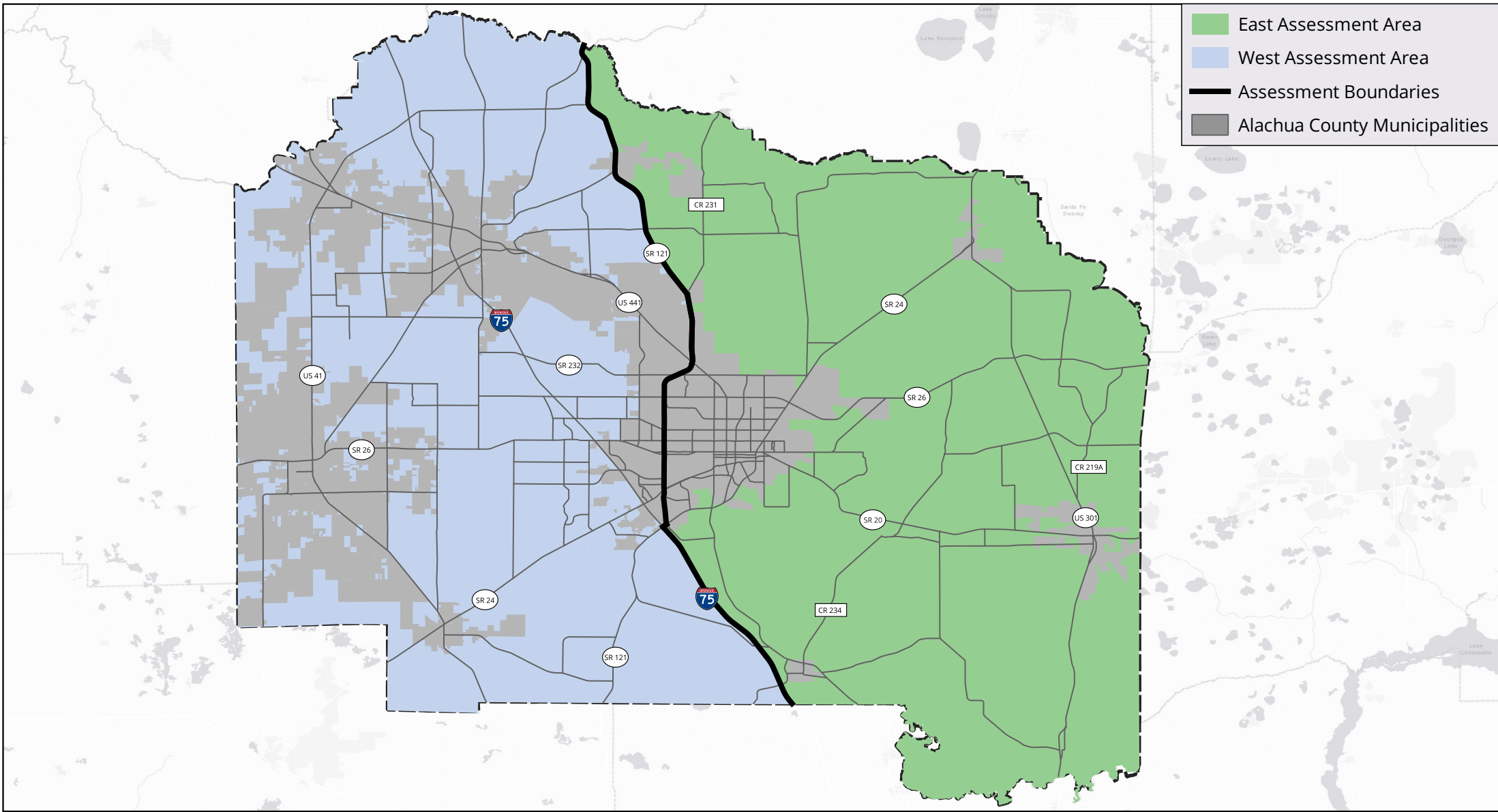
Source: Streetlight Data from 2022 based on Mobility Fee developed Origin and Evaluation Zones (Map D). Origin and Destination analysis performed by FuturePlan Consulting, LLC. Percentage of community capture and external travel capture performed by NUE Urban Concepts, LLC

# **MAP A**

## **Mobility Fee Assessment Areas**



# Alachua County 2040 Mobility Fee: Assessment Areas

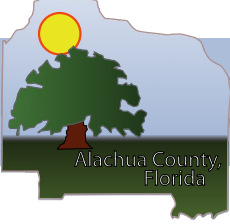


0 5 10 mi

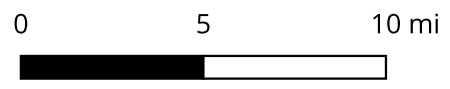
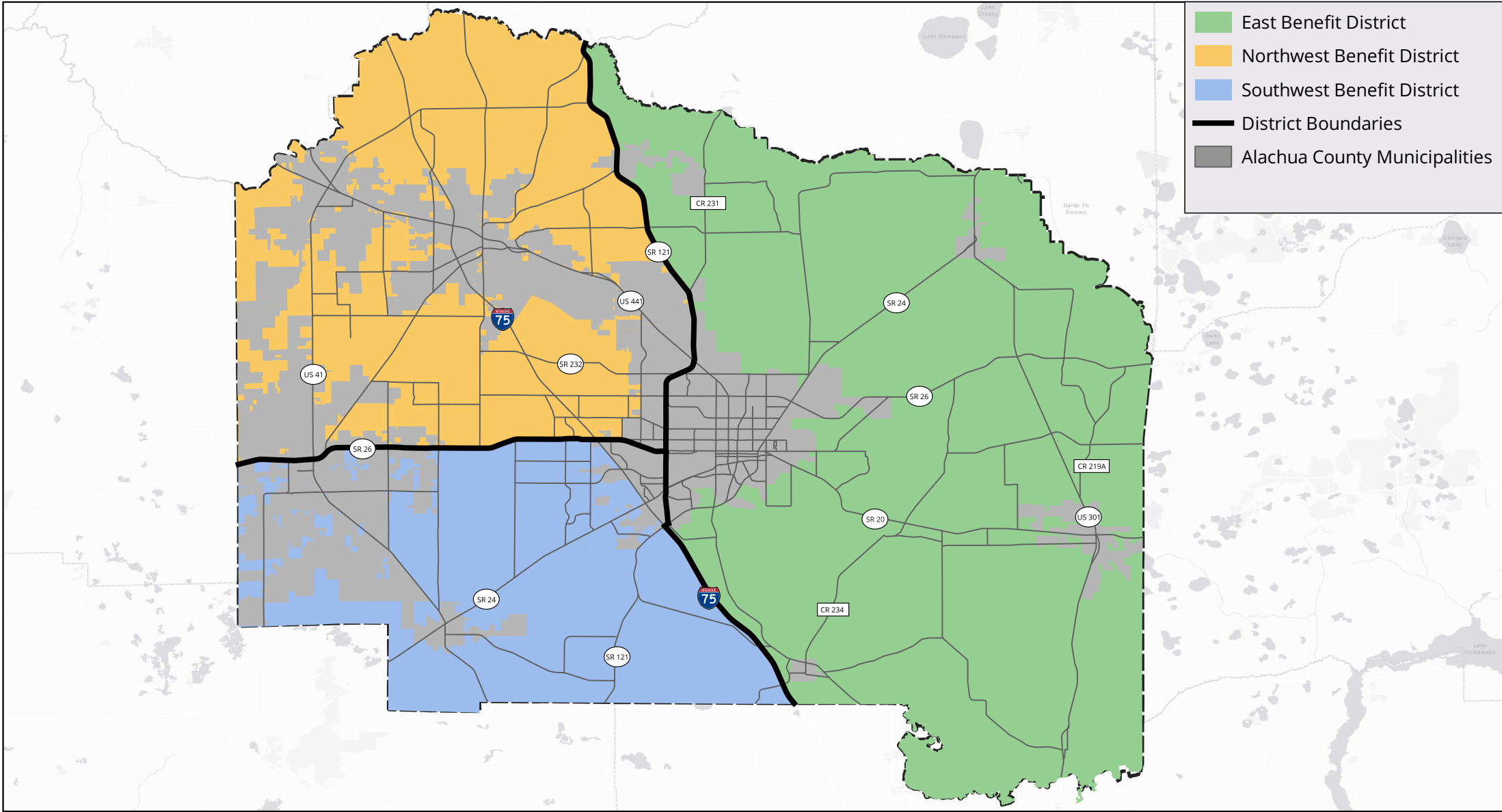
411

# **MAP B**

## **Mobility Fee Benefit Districts**



# Alachua County 2040 Mobility Fee: Benefit Districts

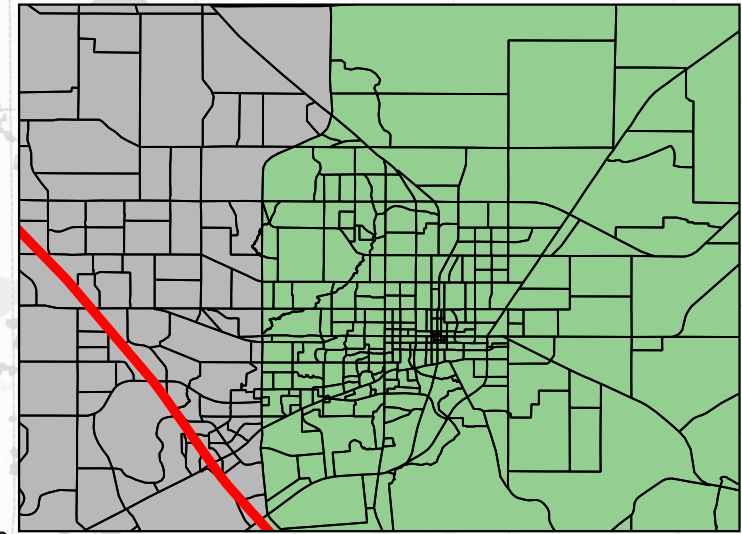
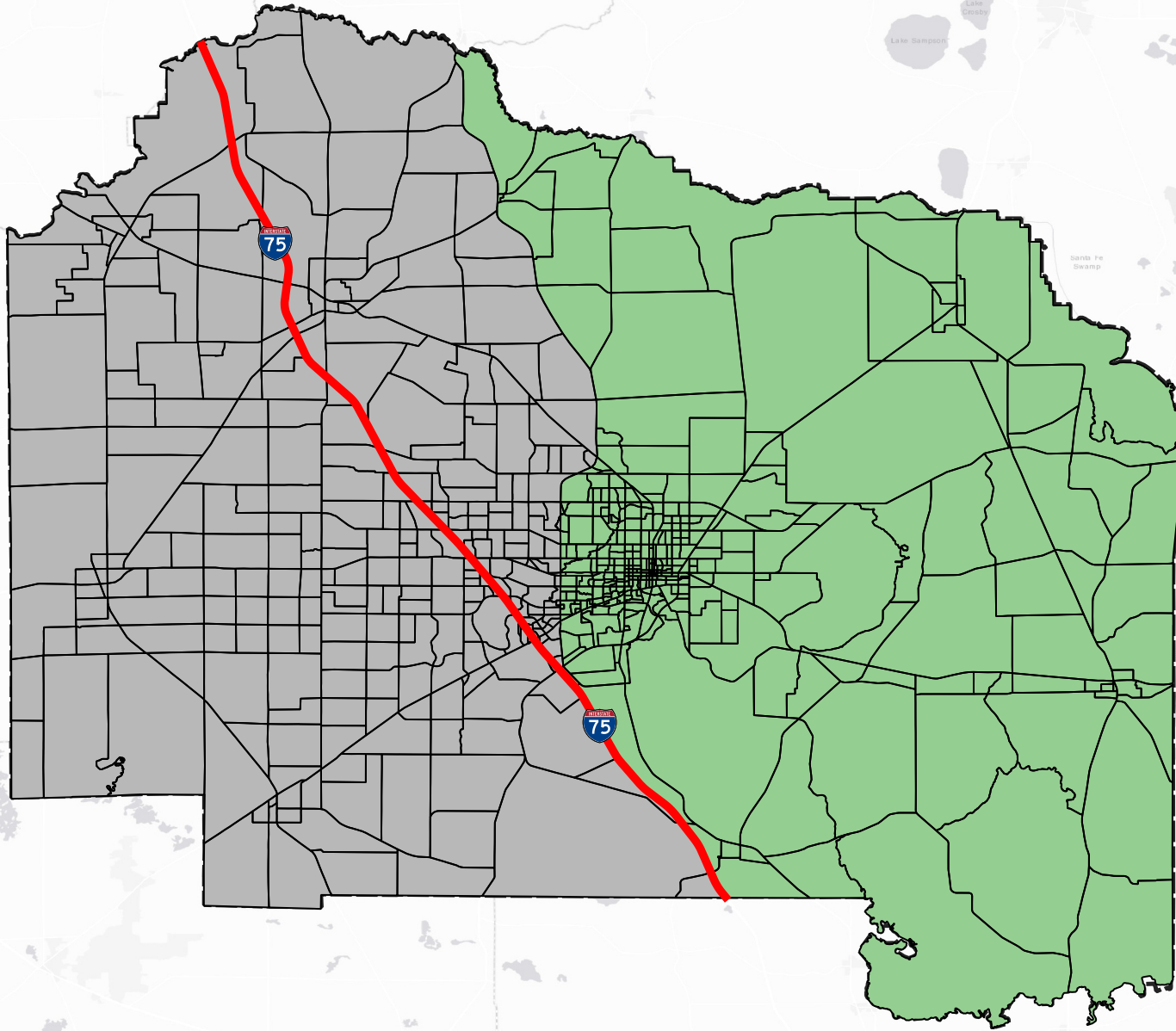


# MAP C

## Vehicle Miles of Travel Evaluation Areas



# Alachua County Vehicle Miles of Travel Evaluation



- East Evaluation Area
- West Evaluation Area
- Interstate 75
- TAZ Boundary

0 2 4 mi



415

PREPARED BY:



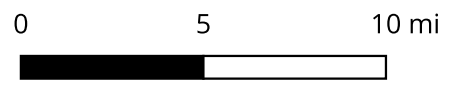
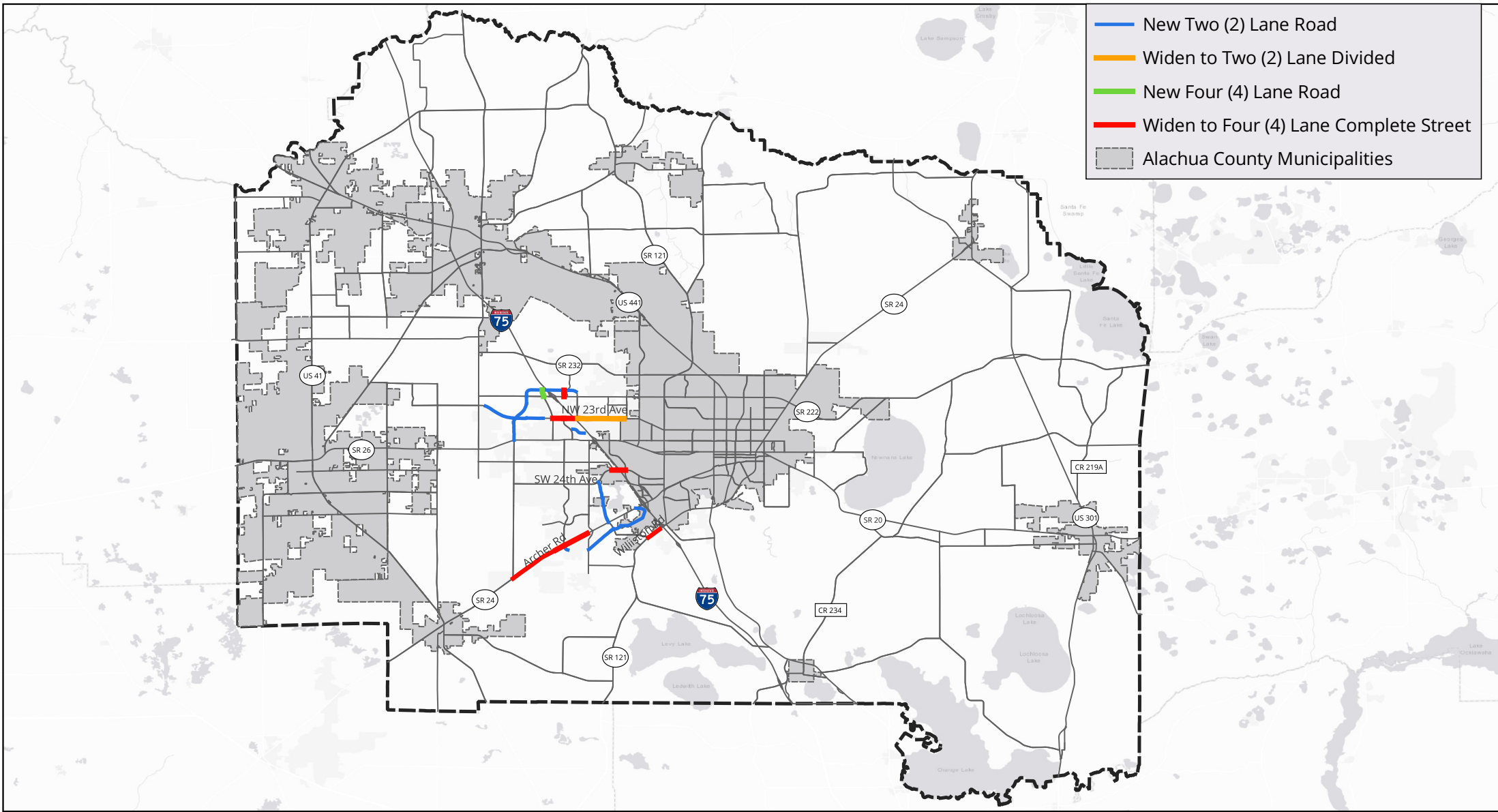
# MAP D

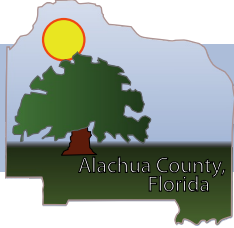
## 2040 Mobility Plan Map Series



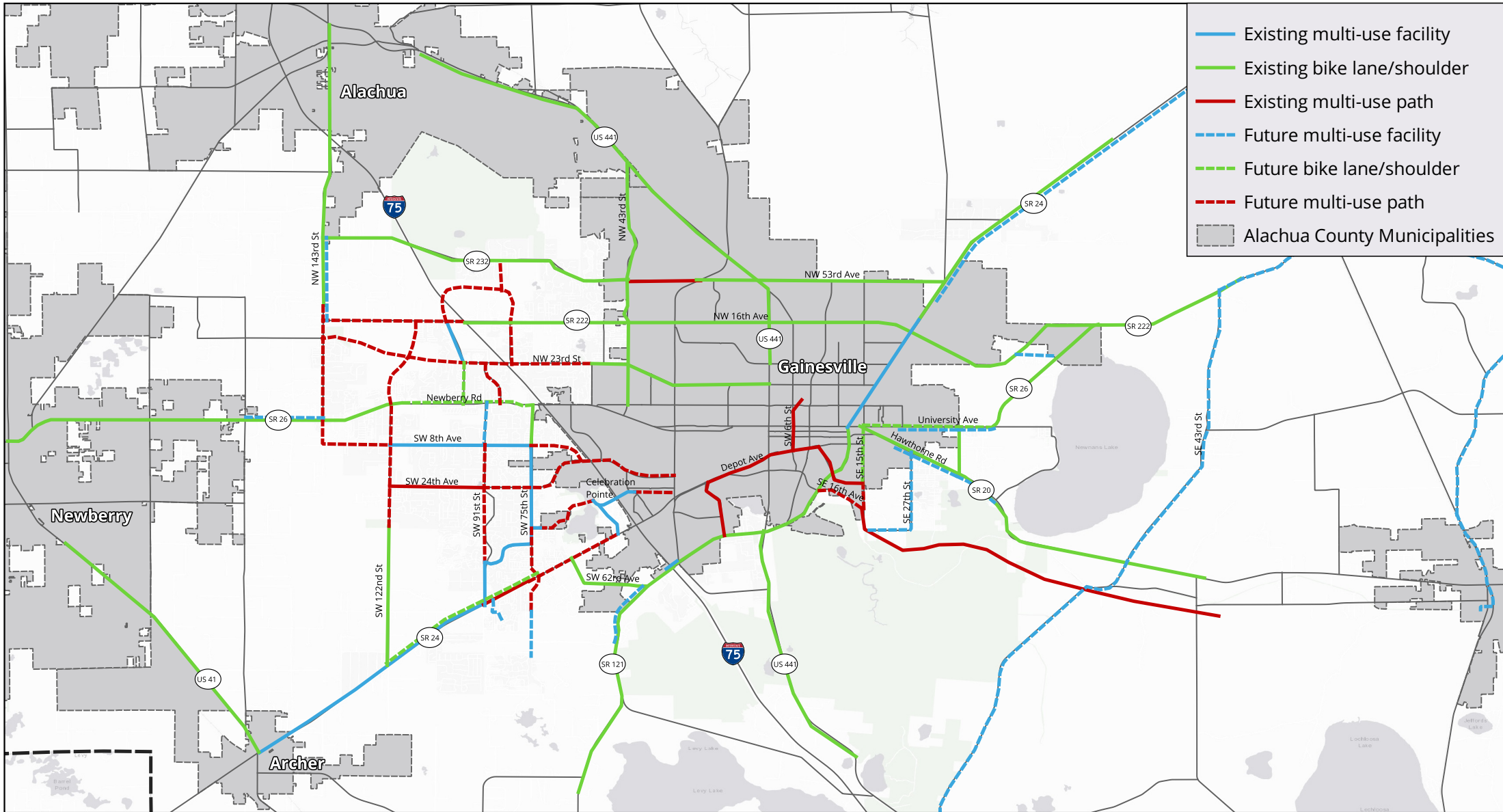
# Alachua County 2040 Mobility Plan: Streets

- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- New Four (4) Lane Road
- Widen to Four (4) Lane Complete Street
- Alachua County Municipalities





# Alachua County 2040 Mobility Plan: Multimodal

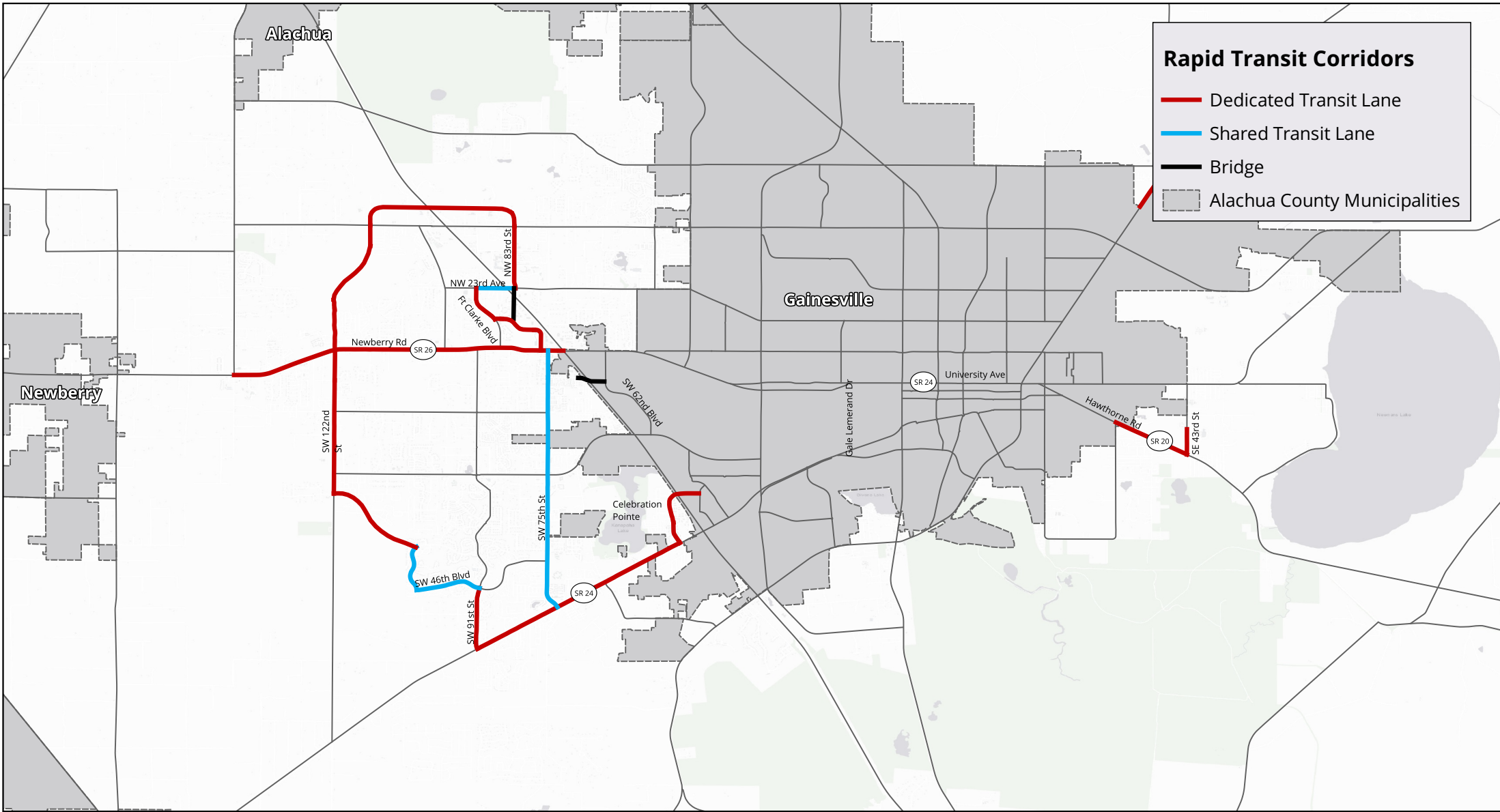


0 2 4 mi



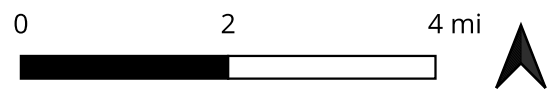


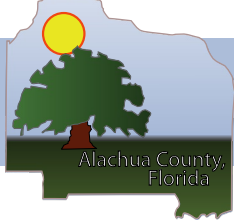
# Alachua County 2040 Mobility Plan: Rapid Transit Corridors



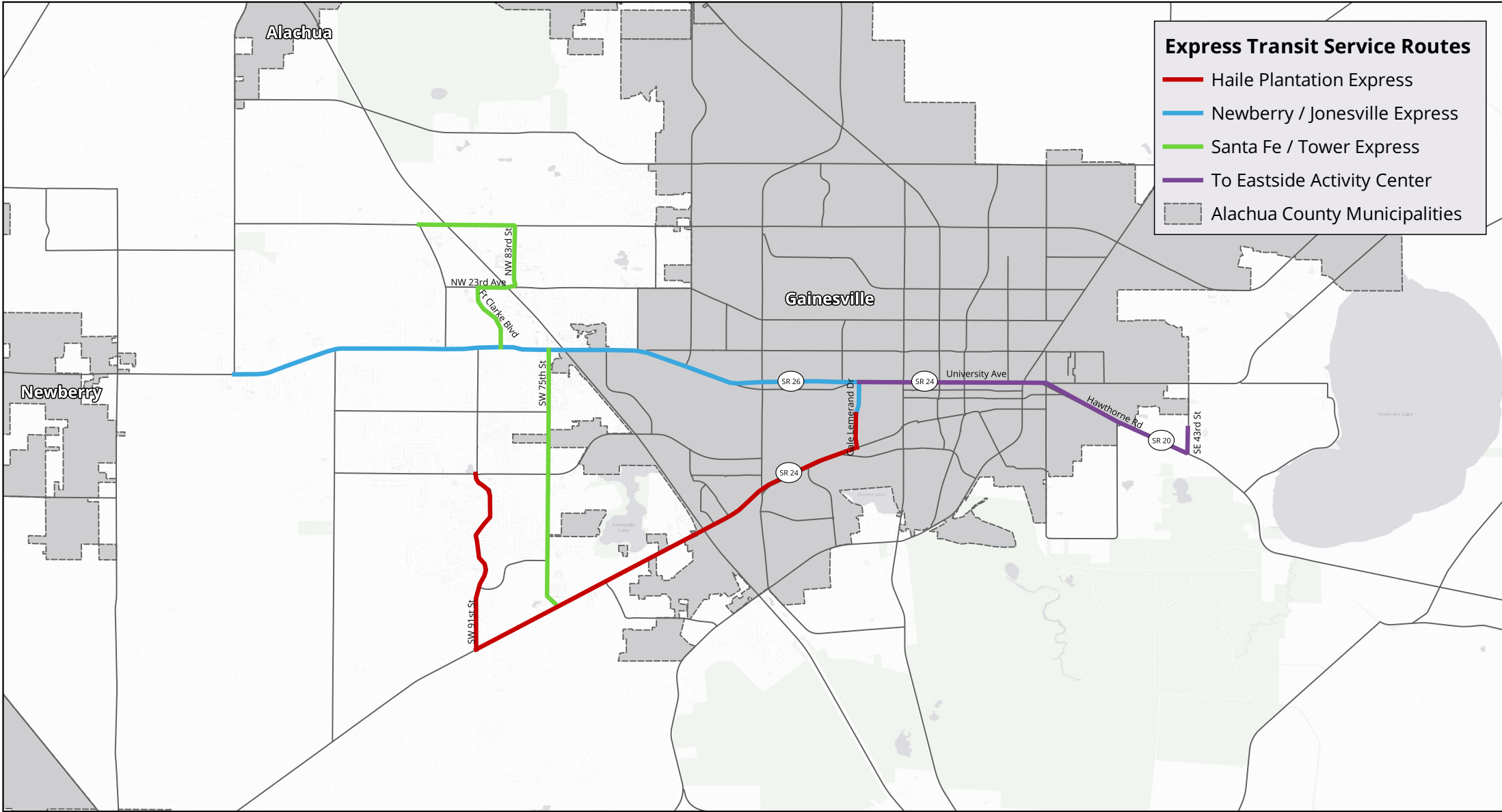
**Rapid Transit Corridors**

- Dedicated Transit Lane
- Shared Transit Lane
- Bridge
- Alachua County Municipalities



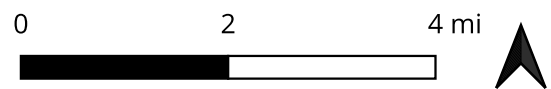


# Alachua County 2040 Mobility Plan: Express Transit Corridors



**Express Transit Service Routes**

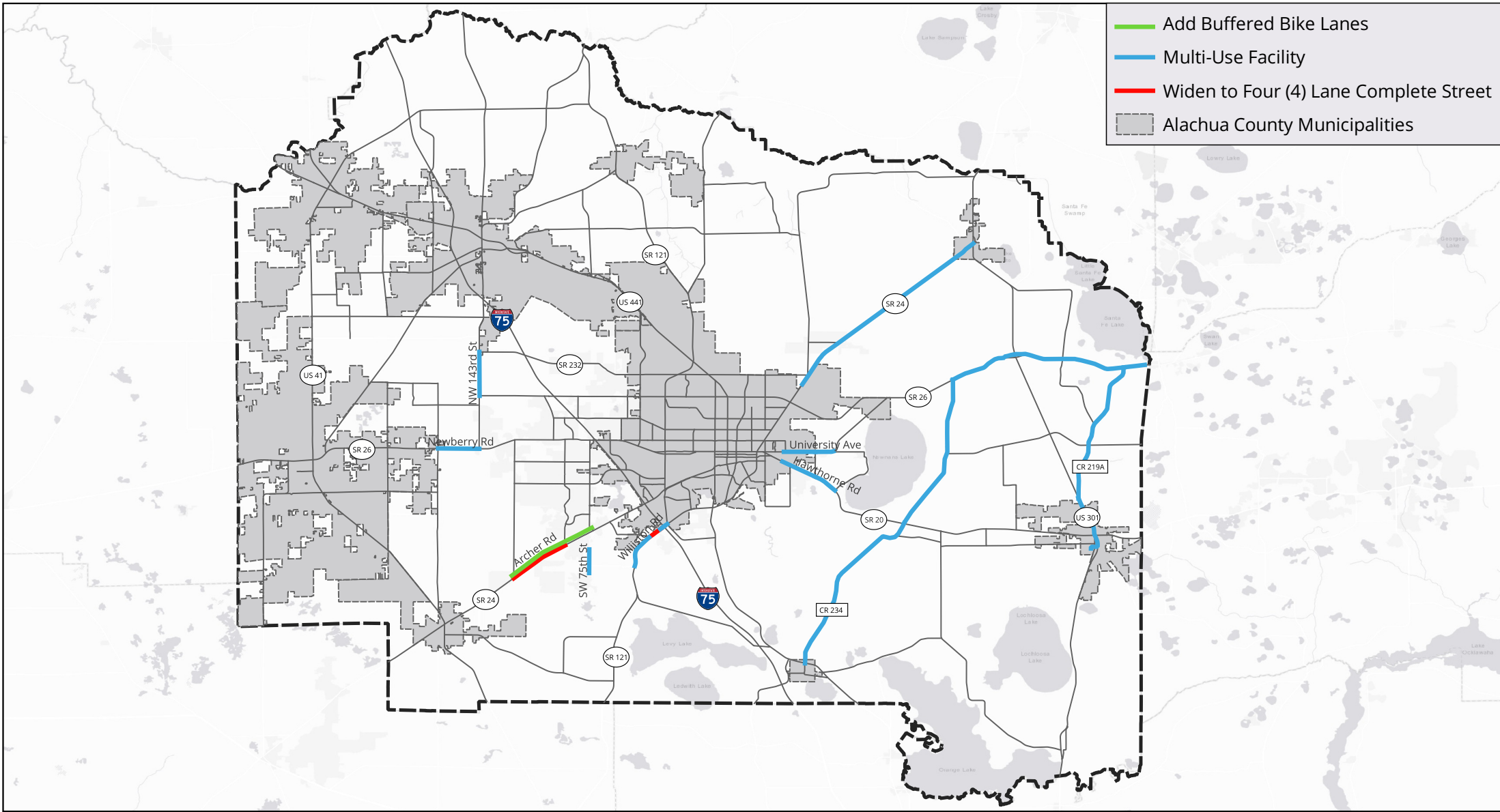
- Haile Plantation Express
- Newberry / Jonesville Express
- Santa Fe / Tower Express
- To Eastside Activity Center
- Alachua County Municipalities



420



# Alachua County 2040 Mobility Plan: Additional Projects



- Add Buffered Bike Lanes
- Multi-Use Facility
- Widen to Four (4) Lane Complete Street
- Alachua County Municipalities

0 5 10 mi



# MAP E

## Origin & Destination Evaluation

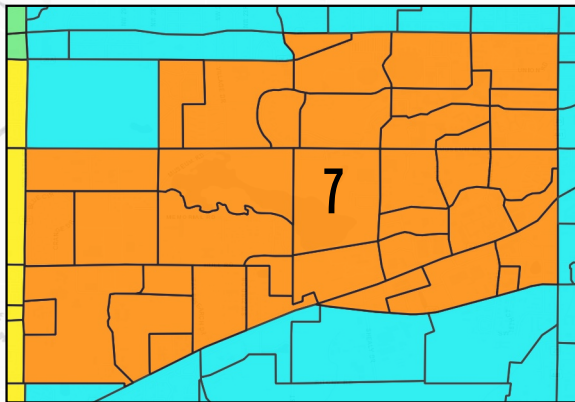
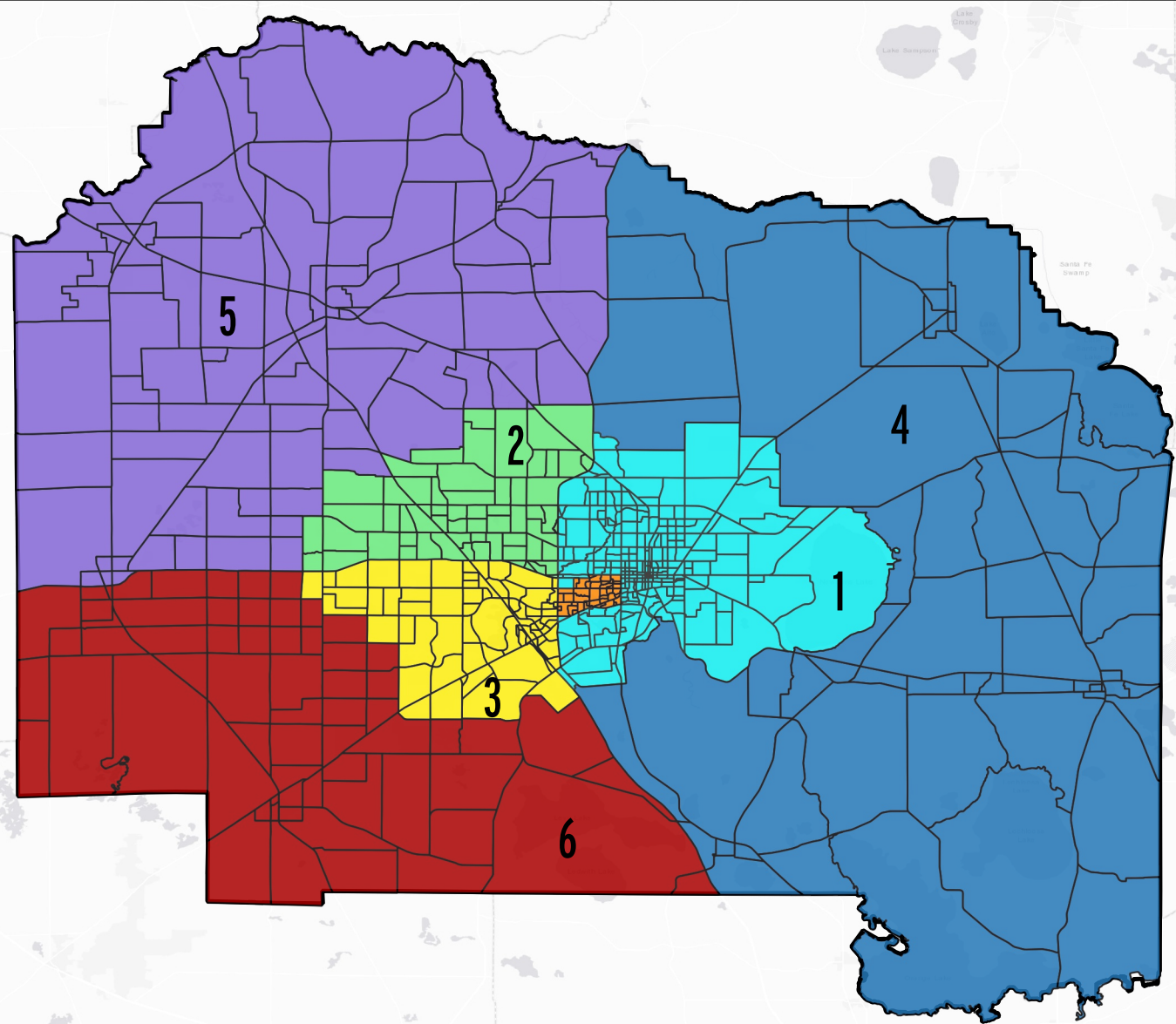




# Alachua County Origin & Destination Evaluation

## Origin & Destination Evaluation Districts

- (1) East Urban Area
- (2) Northwest Urban Area
- (3) Southwest Urban Area
- (4) Eastern Alachua County
- (5) Northwest Alachua County
- (6) Southwest Alachua County
- (7) UF / SHANDS
- Transportation Analysis Zones (TAZs)



**This is the last page of the  
Alachua County  
2040 Mobility Plan &  
Mobility Fee  
Technical Report**



Alachua County,  
Florida

# ALACHUA COUNTY PARKS & OPEN SPACE MASTER PLAN

FEBRUARY 2023



ALACHUA COUNTY

# PARKS & OPEN SPACE MASTER PLAN

FEBRUARY 2023

**COMMUNITY  
SOLUTIONS  
GROUP**

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# Acknowledgments

---

## Board of County Commissioners

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Commissioner Marihelen Wheeler, Chair - District 2  
Commissioner Anna Prizzia, Vice Chair - District 3  
Commissioner Ken Cornell - District 4  
Commissioner Charles Chestnut, IV - District 5

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# 1 - WHAT'S THE VISION?

# 1 1

**INTRODUCTION AND  
PURPOSE**



Alachua County comprises nine incorporated cities and towns that offer a multitude of municipal park and recreation opportunities. These areas collectively are estimated to contain over half the County's population. The Alachua County Parks & Open Space Master Plan serves as a roadmap to guide how the County's system can effectively enrich recreation experiences for all County residents and visitors. To accomplish this, the Master Plan provides an in-depth review of existing conditions, needs, and desires before developing a blueprint for the future of the system. The Master Plan aims to be a proactive plan for the Parks & Open Space Department to better prepare for future growth and anticipate needs of the greater Alachua County community.

# Master Plan Purpose

The purpose of the Alachua County Parks & Open Space Master Plan is to provide a roadmap for the future of the County's park system.

Specifically, the Master Plan should strive to achieve the following:

- Ensure consistency with the overall vision of the Comprehensive Plan
- Evaluate current park properties and facilities
- Evaluate and make recommendations regarding priorities for the improvement and expansion of these facilities
- Plan for a future parks system that responds to growth within Alachua County
- Make recommendations for prioritization of future land acquisition and park facility construction
- Identify and make recommendations on how the County might partner with other agencies to maximize its park and open space resources
- Locate and identify existing bicycle and pedestrian pathways in the County and recommend safe connections between park properties
- Create an action plan that is implementable, and identify acquisitions and projects for the future
- Provide a conceptual blueprint for improving, sustaining, and enhancing the quality of life in Alachua County

The County's Parks & Open Space system is currently guided by the Recreation Element of the Comprehensive Plan. Our goal is to develop a system that provides an integrated recreation and open space system for Alachua County.

# Master Plan Process

The Master Plan process aims to provide a thorough and context-sensitive look into the Alachua County Parks & Open Space System to provide implementable recommendations that enhance the system to best serve the needs of the community. The following process guides the project, resulting in a Master Plan that is tailor-made to suit the specific needs and context of Alachua County.

## 1. EXISTING CONDITIONS ASSESSMENT

The existing conditions assessment forms the foundation upon which future planning of the parks system can occur. By identifying and valuing the current parks system—combined with the planning context within which the parks system operates—the project team can understand the strengths and weaknesses of the parks system. This phase of the project consisted of a documentation review summary, which included providing planning context to the current system, demographics and population summary, and analysis of facilities.

## 2. PUBLIC INPUT

After establishing an initial planning framework, further refinement of the needs and aspirations identified by the community were developed through a comprehensive public input program that included in-person public workshops and focus groups to engage more deeply with the community. Additionally, a full statistically valid and open survey was conducted to determine needs and opportunities for improvement. The data collected in this portion of the process informs an initial planning framework specific to the assets and needs of Alachua County Parks & Open Space.

## 3. MASTER PLAN DEVELOPMENT

Next, the framework for the future parks & open space system is developed based on findings of the Existing Conditions Analysis and Public Input. An evaluation of the Level of Service examines current measurement tools and proposes a revised measurement tool to more accurately demonstrate where current and future population and ecological needs will demand parks and recreation investment. This framework provides high-level guidance for improvements to the system.

## 4. STRATEGY & RECOMMENDATIONS

Following the establishment of a framework, the project team develops a series of Guiding Principles synthesized from the existing conditions observed and the community input data. The development of guiding principles will reflect the unique opportunities for enhancement of the Alachua County Parks system. The principles provide the foundation upon which the Master Plan recommendations are based. With specific recommendations in place, the project team creates a strategic roadmap toward the realistic implementation of proposed enhancements. By closely collaborating with County staff, the project team develops improvement costs, which estimate, prioritize, and compile a Capital Improvement Plan that will provide the County a clear path toward implementation.

# 1.2

## **GUIDING PRINCIPLES**





The following Guiding Principles create a foundation affirming that the Master Plan serves to further goals and objectives which have been vetted through the Master Planning process. Guiding Principles are derived from key issues highlighted by the community through statistically-valid and open surveys, public workshops, and focus groups. Due to this process, Guiding Principles respond directly to the needs and desires of the community to assure that the resulting Master Plan Vision is responsive to the specific needs of Alachua County residents.

# Guiding Principles

The Guiding Principles are aspirations for the Alachua County park system as a whole and ultimately guide all recommendations in the Master Plan. A variety of public input venues helped to identify key needs and desires within the community, which in turn inform and develop the Guiding Principles, refer to Section 2.3 (p. 116) for further breakdown of Public Input methodology and responses. As a result, these aspirations are a direct reflection of the specific needs and desires of Alachua County residents.

The combination of these Guiding Principles serve as the basis of the Vision for the future of Alachua County Parks by providing Objectives and Implementation Strategies to aid in attaining these aspirations.

Based on public engagement, the following Guiding Principles have been identified:

- Provide for Today and Plan for Tomorrow
- Proximity and Access
- Inclusivity and Safety
- Natural Alachua
- Communication





## PROVIDE FOR TODAY AND PLAN FOR TOMORROW

Parks provide for the needs of current users and respond to future trends.

- To achieve equity, Parks throughout the county are of a consistent quality and meet basic standards.
- Amenities offered respond to the needs of surrounding park users achieved through a community engagement process.
- Amenities planned for future parks respond to trends and forecasting.



## PROXIMITY AND ACCESS

All residents have access to opportunities for play and recreation:

- Each resident lives within a close range of either a neighborhood park (1-mile urban or 2-miles rural) or a community park (3-miles urban or 6-miles rural).
- A robust network of trails and pathways connect users with park amenities.
- Parks provide amenities to facilitate multi-modal access.



## INCLUSIVITY AND SAFETY

Parks are safe and welcoming to multicultural users of all ages and abilities:

- Each park provides facilities usable by people of all ages and abilities.
- Each park promotes safe and inclusive spaces for all users.



## NATURAL ALACHUA

Alachua County residents have access to nature-based recreation:

- Residents have access to nature trails and water-based activities.
- Parks leverage natural assets for environmental education and interpretation



## COMMUNICATION

Park users are aware of park and programming offerings:

- Residents can easily find and share information about available amenities and upcoming events.
- Partnership between departments and agencies allow for efficient and expanded park programming opportunities.



The following breakdown of Guiding Principles provides a further explanation of the desired Objectives for each Guiding Principle as well as the Implementation Strategies that serve as the blueprint to reach these aspirations. Collectively, these Objectives and Implementation Strategies guide the specific recommendations provided in the Vision.



## Provide for Today & Plan for Tomorrow

The park system should provide residents with equitable park amenities while reflecting and responding to the specific needs and desires of the community and future trends.

### OBJECTIVES

- Provide all residents of Alachua County with equitable access to quality parks
- Maintain and enhance existing parks
- Determine additional park amenities needed within the community
- Respond to future trends when planning for future park offerings

### IMPLEMENTATION STRATEGY

- Establish minimum park standards
- Enhance existing parks with upgraded facilities and amenities
- Expand offerings of sports courts and fields
- Establish additional dog off-leash areas



## Proximity & Access

Park users throughout Alachua County live in both urban and rural areas, but all users should have access to parks within a close range of their household. The approach to park access takes into account the various modes in which users may access parks.

### OBJECTIVES

- Provide park access within close proximity to all residents of Alachua County
- Improve pedestrian and bike linkages throughout the County
- Promote a healthy community by motivating park users to use active modes of transportation to and from parks

### IMPLEMENTATION STRATEGY

- Establish a geographic level of service where each resident lives within a close range of a neighborhood park (1-mile urban or 2-miles rural) or a community park (3-miles urban or 6-miles rural).
- Coordinate with Growth Management on implementation of their Trails Master Plan.
- Work closely with Public Works to provide safe, walkable connections into all parks such as marked crosswalks to improve driver awareness of pedestrians/cyclists to create a welcoming environment for those choosing active transportation.
- Include amenities that encourage a variety of multi-modal access points including bike racks and pedestrian entry points.



## Inclusivity & Safety

The park system should make a concerted effort to make park users feel welcome and included. Furthermore, parks should be designed and maintained to provide residents with a reasonable level of safety.

### OBJECTIVES

- Provide all residents of Alachua County with equitable access to quality parks
- Maintain and enhance existing parks with safety in mind
- Plan park amenities, such as signage in multiple languages, to appeal to diverse park user groups
- Respond to future trends when planning for future park offerings

### IMPLEMENTATION STRATEGY

- Establish minimum park standards
- Enhance existing parks with upgraded facilities and amenities including boundless playgrounds with appeal to children of various physical and emotional abilities
- Expand offerings of sports courts and fields
- Establish additional dog off-leash areas



## Natural Alachua

Alachua County has a strong appreciation for the region’s natural resources and the importance of their protection. Access to nature not only benefits people physically and mentally, but also promotes better stewardship of natural resources.

### OBJECTIVES

- Promote nature-based recreation that fosters environmental stewardship and wellness.
- Protect natural resources and habitat to preserve biodiversity and ecological services.

### IMPLEMENTATION STRATEGY

- Provide access to lake/water edge amenities for non-boaters, such as additional piers and boardwalks.
- Increase access to green spaces and nature-based recreation, such as nature trails by partnering with Conservation Lands to co-locate active park amenities in disturbed areas (when feasible).
- Provide environmental education wherever possible, such as pollinator gardens and interpretative signage.
- Preserve open space.





## Communication

Public input indicated an opportunity to increase the effectiveness of communication about parks and recreation opportunities. It should be easy for park users to find information about park offerings both print and digital formats. Additionally, improved communication and partnerships with other departments and agencies could facilitate park activation and improved operations.

### OBJECTIVES

- Improve digital and in print communication of events and programming at parks throughout the County and municipalities
- Raise public awareness of the existing park system to enhance knowledge of offerings for all Alachua County residents
- Increase opportunities for community-based grassroots organizations to engage with parks & open space
- Foster partnerships between departments and agencies

### IMPLEMENTATION STRATEGY

- Develop a Parks & Open Space communications strategy in partnership with Communications
- Expand social media marketing and webpage presence
- Develop a brand for Alachua County Parks & Open Spaces
- Facilitate special events with community-based grassroots organizations
- Improve internal communication between County departments and agencies
- Partner with municipalities within the County to create a comprehensive awareness of parks & open space offerings through all jurisdictions
- Work with County Public Information Office to build strategy for parks & open space

# 1.3 **VISION**

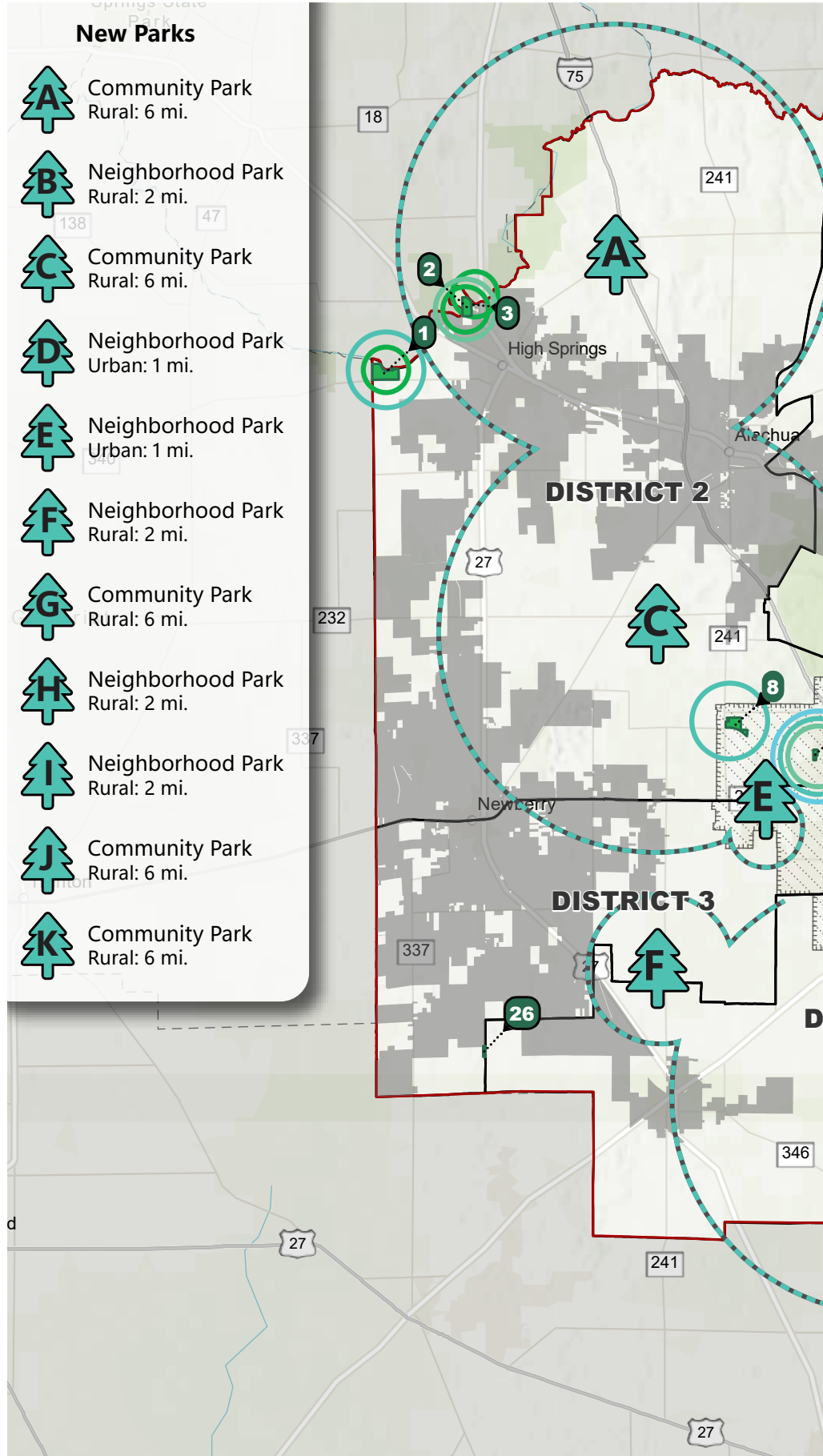


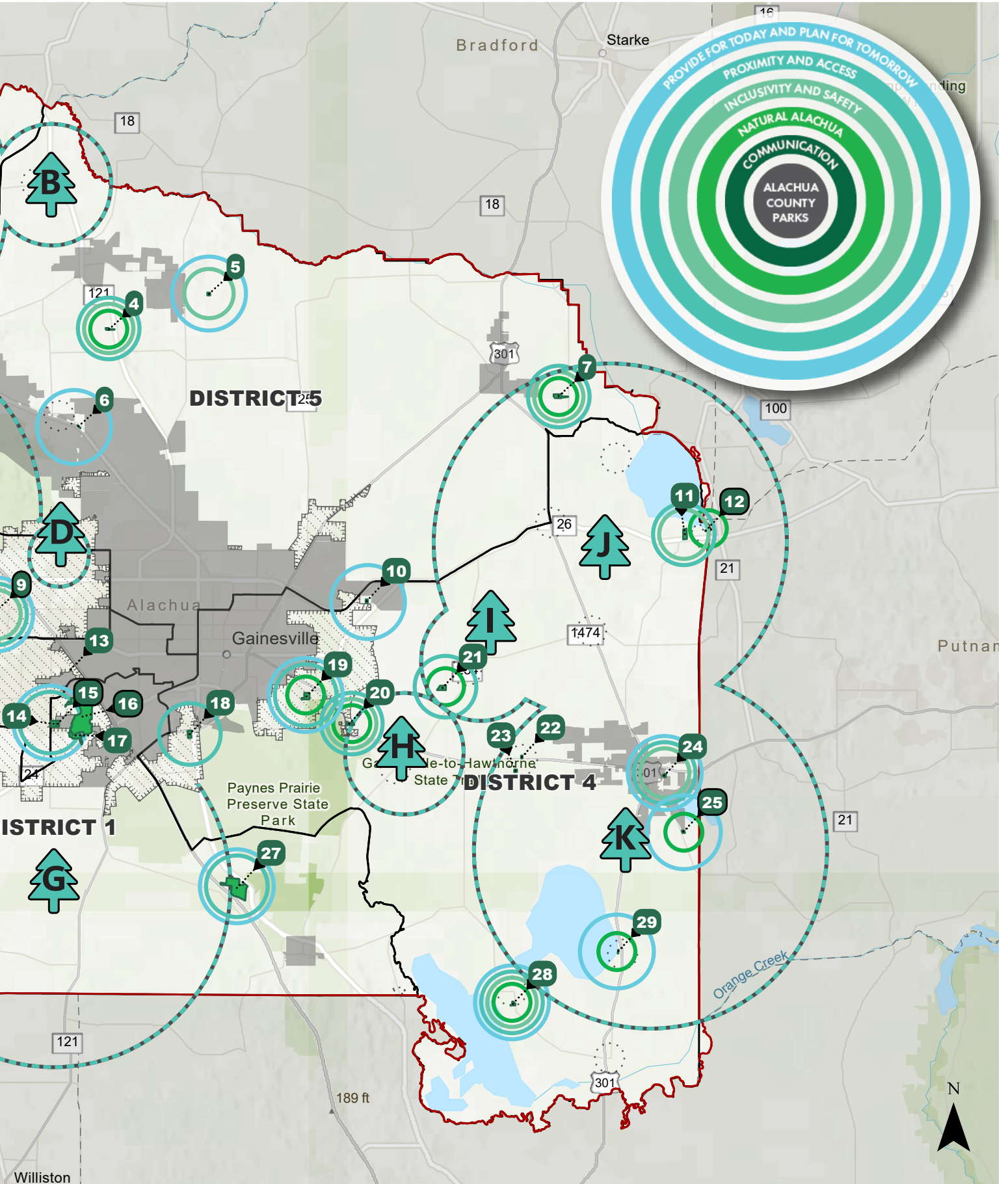
The Alachua County Parks Vision aims to provide an equitable park system with access to quality parks for all Alachua County residents. Development of the Vision is the direct result of the Guiding Principles developed through the public input process (Section 2.3, p. 116) to create a blueprint for the future of Alachua County Parks. In this way, the Vision seeks to provide implementable steps to meet the needs and desires of Alachua County residents.

# Alachua County Parks Vision

The Vision for Alachua County Parks is provided in the following pages and is directly derived from the Guiding Principles. Recommendations put forth aim to advance the objectives of the system and meet the needs of Alachua County residents. Concrete recommendations provide implementable steps to achieving this vision.

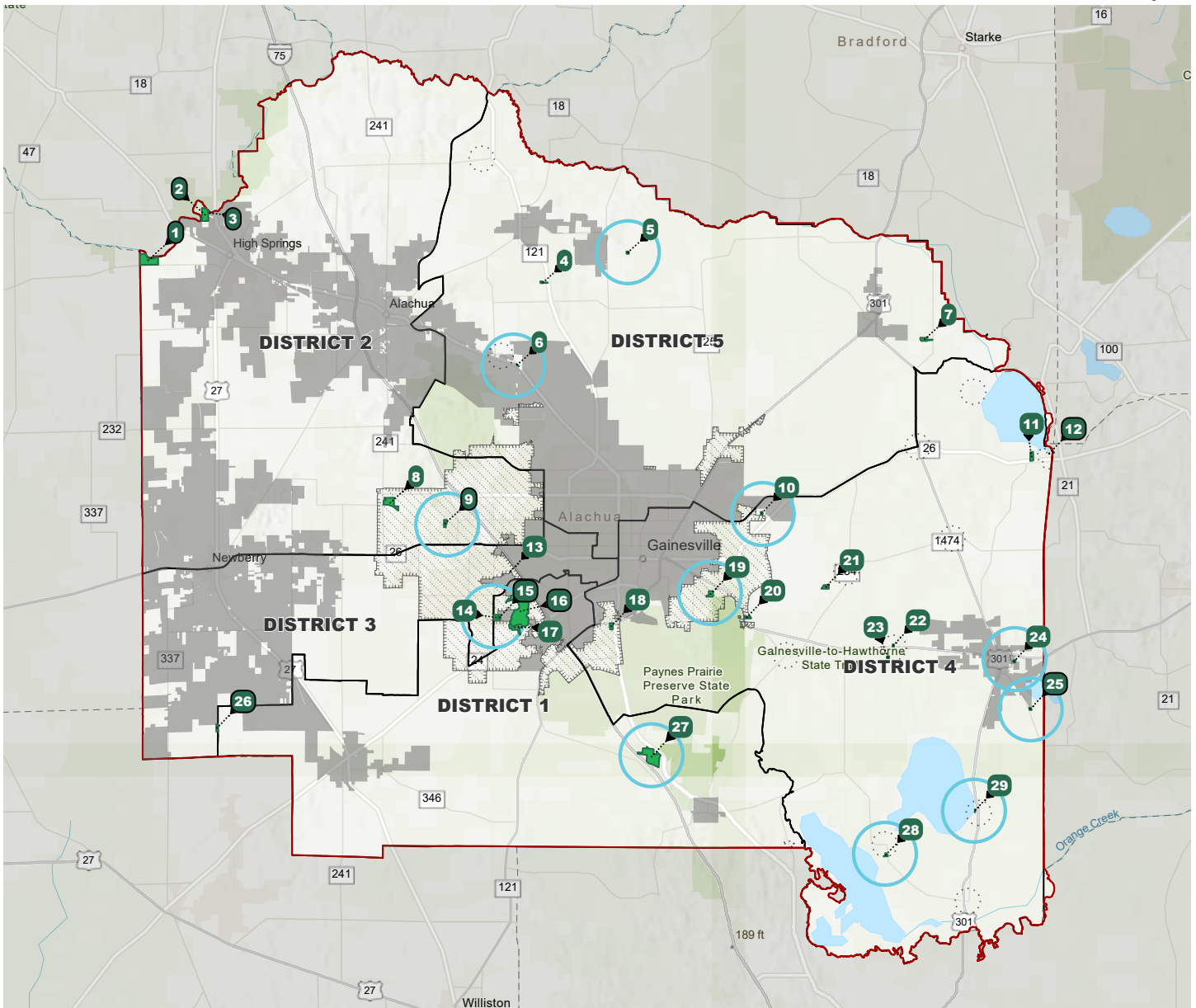
The following map provides a breakdown of the general location and park-type recommendations and the corresponding Guiding Principles. Notably, Communication recommendations function on a system-wide scale.





# Provide for Today & Plan for Tomorrow

	Implementation Strategy	District	Location	Projects	short	mid	long
Provide for Today & Plan for Tomorrow	Enhance existing parks with upgraded facilities and amenities	1	Cuscowilla Nature and Retreat Center	Develop site-specific master plan to build on existing amenities and enhance offerings for the general public Provide off peak public access	x		
		4	Copeland Park	New playground	x		
		4	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Stormwater plan to address drainage issues	x		
		4	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Replace existing restroom	x		
		4	Holden Pond Park	Add play area	x		
		5	Monteocha Park	New pavilion and playground	x		
		4	Lochloosa Park	Restabilize and even out grade	x		
	Expand offerings of sports courts and fields	1, 2, 4	New Community Parks			x	
		1	Veterans Memorial Park	New fields (SE corner, slated as "Future Fields" on plans)		x	
	Establish additional off-leash areas	4	Hawthorne Dog Park		x		
		5	DeSoto Park			x	
		2	Jane B. Walker Park		x		
		TBD	New Parks	Determine locations based on new parks' master planning process	x	x	x



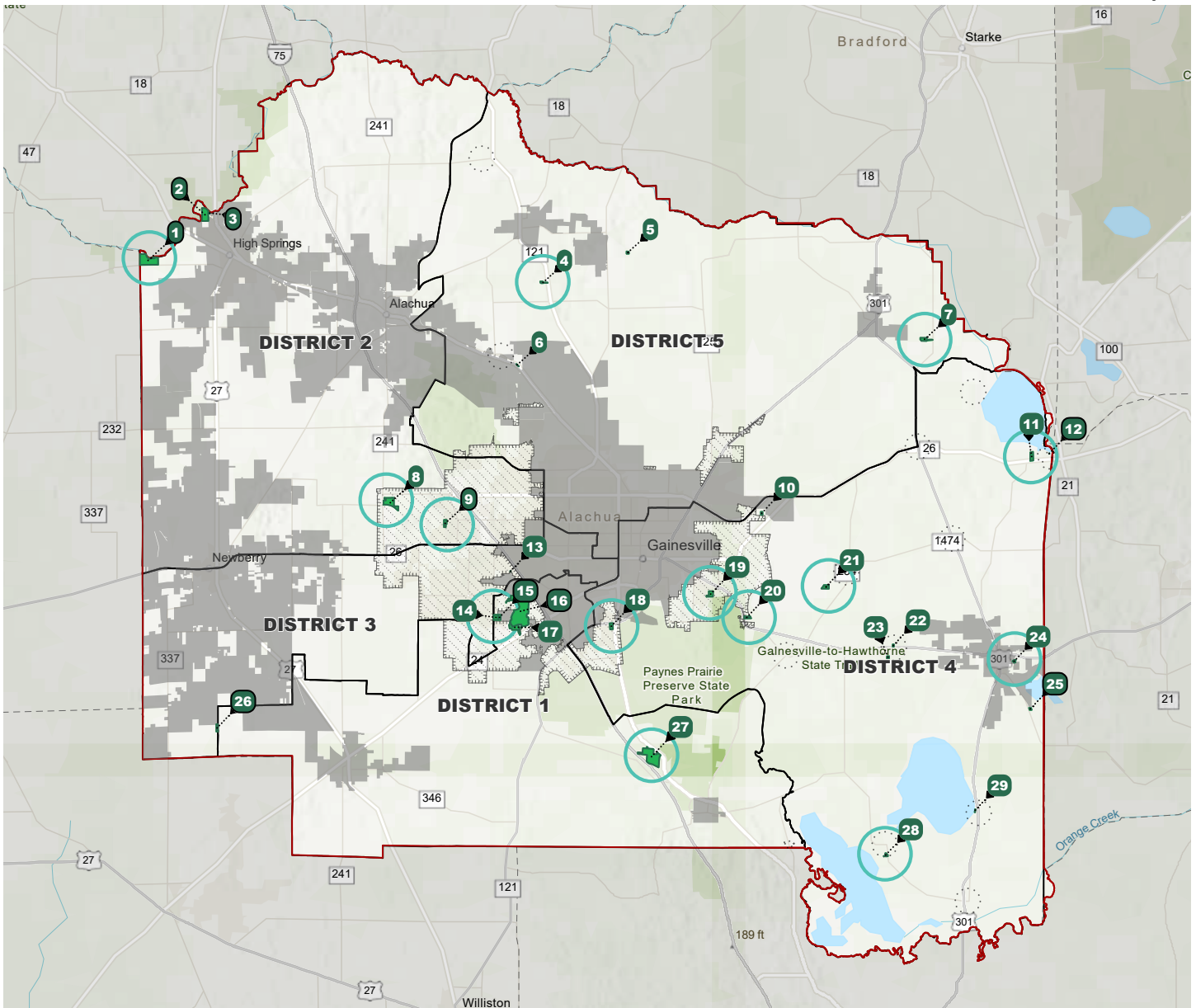
**Park Legend**

- |  |   |  |
|--|---|--|
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# Proximity & Access

	Implementation Strategy	District	Location	Projects	short	mid	long
Proximity & Access	Coordinate with Growth Management on implementation of their Trails Master Plan	All	County-wide		x		
	Work closely with Public Works to provide safe, walkable connections into all parks such as marked crosswalks to improve driver awareness of pedestrians/cyclists to create a welcoming environment for those choosing active transportation  Note: Prioritize parks with existing sidewalk network, provide entry points as sidewalk grids extend and/or with additional trail connections	2	Rotary Park at Jonesville	Add crosswalks along NW 32nd Ave	x		
		2	Jane B. Walker Park	Add sidewalk and crosswalks with development	x		
		1	Veterans Memorial Park	Add crosswalk connections west across SW 75th St	x		
		4	Squirrel Ridge Park	Pave existing sidewalk connection into park	x		
		2	Poe Springs	Provide pedestrian entry and sidewalk connection into park	x		
		4	Santa Fe Lake	extend sidewalk along ROW into park	x		
	Include amenities that encourage a variety of multi-modal access points including bike racks and pedestrian entry points	All	All Parks		on-going		





**Park Legend**

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- 3 High Springs Boat Ramp
- 4 Cellon Oak
- 5 Montechoa
- 6 DeSoto Park
- 7 Lake Alto
- 8 Rotary Park at Jonesville
- 9 Jane B Walker Park (Undeveloped)
- 10 Copeland
- 11 Santa Fe Lake

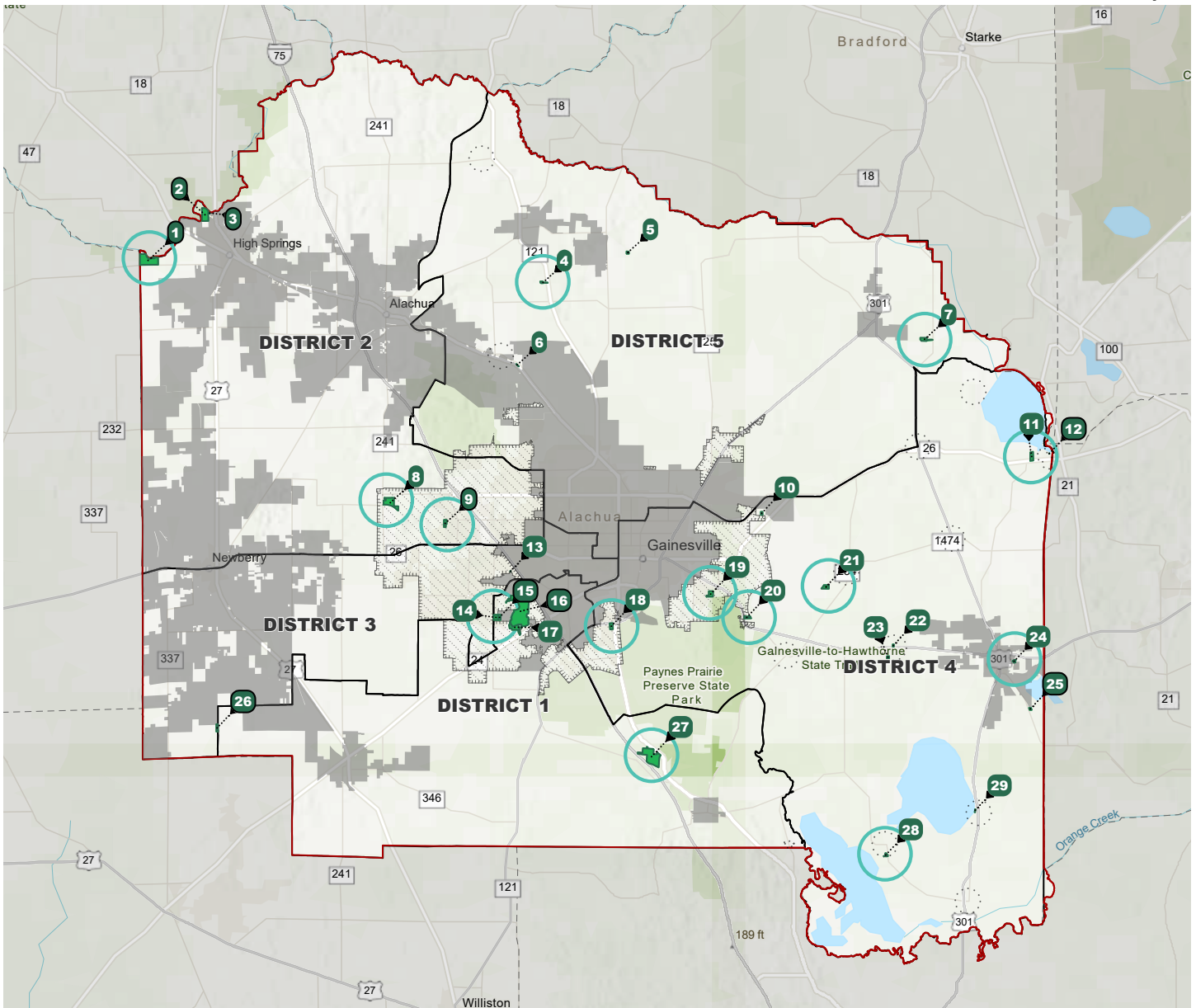
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# Proximity & Access

	Implementation Strategy	District	Location	Projects	short	mid	long
Proximity & Access	Establish a geographic level of service where each resident lives within a close range of a neighborhood park (1-mile urban or 2-miles rural) or a community park (3-miles urban or 6-miles rural). Meet new geographic LOS through the following strategies:	All	County-wide		x		
	1. Reclassifying existing parks based on amenities to provide Neighborhood or Community LOS	All		Lake Alto, Rotary Park at Jonesville, Santa Fe Lake, Earl P. Powers, Owens-Illinois, Cuscowilla Nature and Retreat Center, Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	x		
	2. Upgrading existing parks with additional neighborhood or community park amenities	2	Poe Springs	Offer free entry during non-peak times and add/enhance neighborhood amenities such as playground, sports court, picnic areas	x		
		2	Jane B. Walker Park	Add neighborhood amenities	x		
		4	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Add community amenities	x		
		4	Hawthorne Dog Park	Add neighborhood amenities	x		
3. Expanding existing parks by acquiring adjacent properties and adding new amenities/facilities	5	Cellon Oak	Expand existing park and add new community parks amenities such as play area, sports fields/courts, open space, group and small pavilions, restroom building, shade trees, off-street parking	x	x		

Recommendations for Level of Service are the result of a comprehensive Level of Service analysis process aimed at providing equitable access to parks for all Alachua County residents. For more detailed methodology information, refer to Section 3.1, p. 154.



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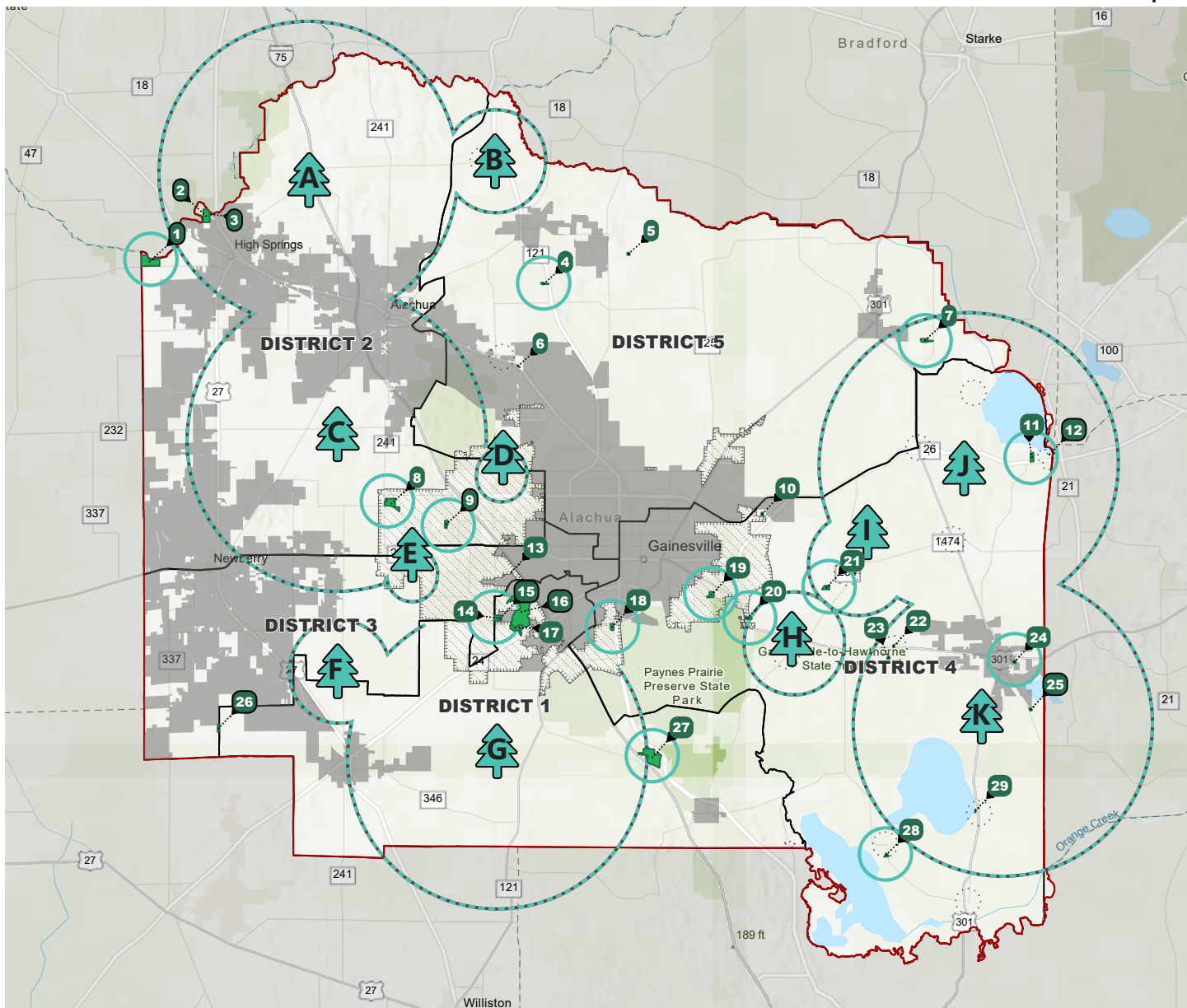
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# Proximity & Access

	Implementation Strategy	District	Location	Projects	short	mid	long
Proximity & Access	4. Acquiring and developing new parks in unserved areas	5	New Neighborhood Parks	New Rural Neighborhood Park (B)	x		
		2	Acquire property and develop with neighborhood park amenities such as: play area, sports court, open space, small pavilions and picnic tables, shade trees, off-street parking	New Urban Neighborhood Park (D)		x	
		3		New Urban Neighborhood Park (E)	x		
		4		New Rural Neighborhood Park (H)		x	
		4		New Rural Neighborhood Park (I)			x
		2		New Community Parks	New Rural Community Park (A)	x	
		2	Acquire property and develop with community park amenities such as: play area, sports fields/courts, open space, group and small pavilions, restroom building, shade trees, off-street parking	New Rural Community Park (C)	x		
		1		New Rural Community Park (G)		x	
		4		New Rural Community Park (J)	x		
		4		New Rural Community Park (K)			x

New Park Legend	
<b>A</b>	Community Park (Rural)
<b>B</b>	Neighborhood Park (Rural)
<b>C</b>	Community Park (Rural)
<b>D</b>	Neighborhood Park (Urban)
<b>E</b>	Neighborhood Park (Urban)
<b>F</b>	Neighborhood Park (Rural)
<b>G</b>	Community Park (Rural)
<b>H</b>	Neighborhood Park (Rural)
<b>I</b>	Neighborhood Park (Rural)
<b>J</b>	Community Park (Rural)
<b>K</b>	Community Park (Rural)

Recommendations for Level of Service are the result of a comprehensive Level of Service analysis process aimed at providing equitable access to parks for all Alachua County residents. For more detailed methodology information, refer to Section 3.1, p. 154.



**Park Legend**

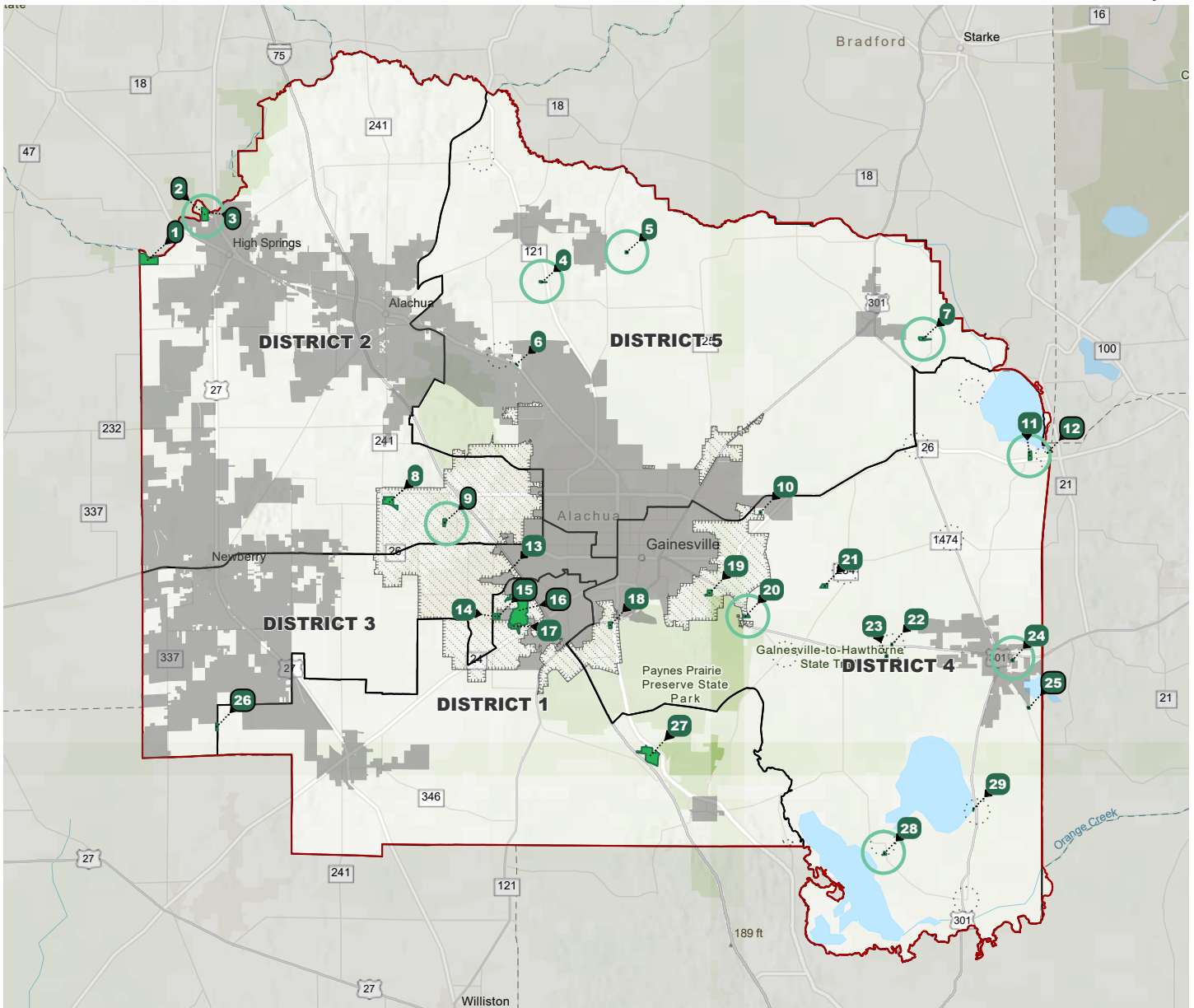
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# Inclusivity & Safety

	Implementation Strategy	District	Location	Projects	short	mid	long	
Inclusivity & Safety	Establish Park Equity Standards	All	County-wide		x			
	Incorporate gathering space into parks that promotes social interaction between diverse users such as pavilions and picnic tables as well as flexible lawn spaces for gathering and events.	5	Cellon Oak	Add pavilion			x	
		4	Hawthorne Dog Park	Add pavilion and picnic tables	x			
		2	Jane B. Walker Park	Add pavilion and picnic tables	x			
		5	Lake Alto	Add large group pavilion	x			
		2	McCall Park	Add periodic benches along new trails				x
		5	Monteocha Park	Add small pavilions			x	
		All	New Parks	Consider gathering spaces in new parks	x	x		x
	Provide inclusive amenities that go beyond basic handicap accessibility.	4	Earl P. Powers Park	Complete accessible circulation	x			
		4	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Enhance sidewalk connectivity			x	
		5	Monteocha Park	Enhance sidewalk connectivity	x			
		4	Santa Fe Lake	Provide sidewalk connection between family area and boat ramp	x			
		Install inclusive playgrounds that go beyond ADA accessibility. Playgrounds should offer activities for all children regardless of level of ability with unitary surfacing such as poured-in-place rubber, and maneuverable routes for wheelchair access.	All	All Parks	As playgrounds are replaced or implemented	on-going		
	Implement CPTED recommendations to improve safety and comfort of park users.	All	All Parks		on-going			
	Provide protection from the elements at all parks.	All	All Parks	Provide pavilions at all parks	on-going			



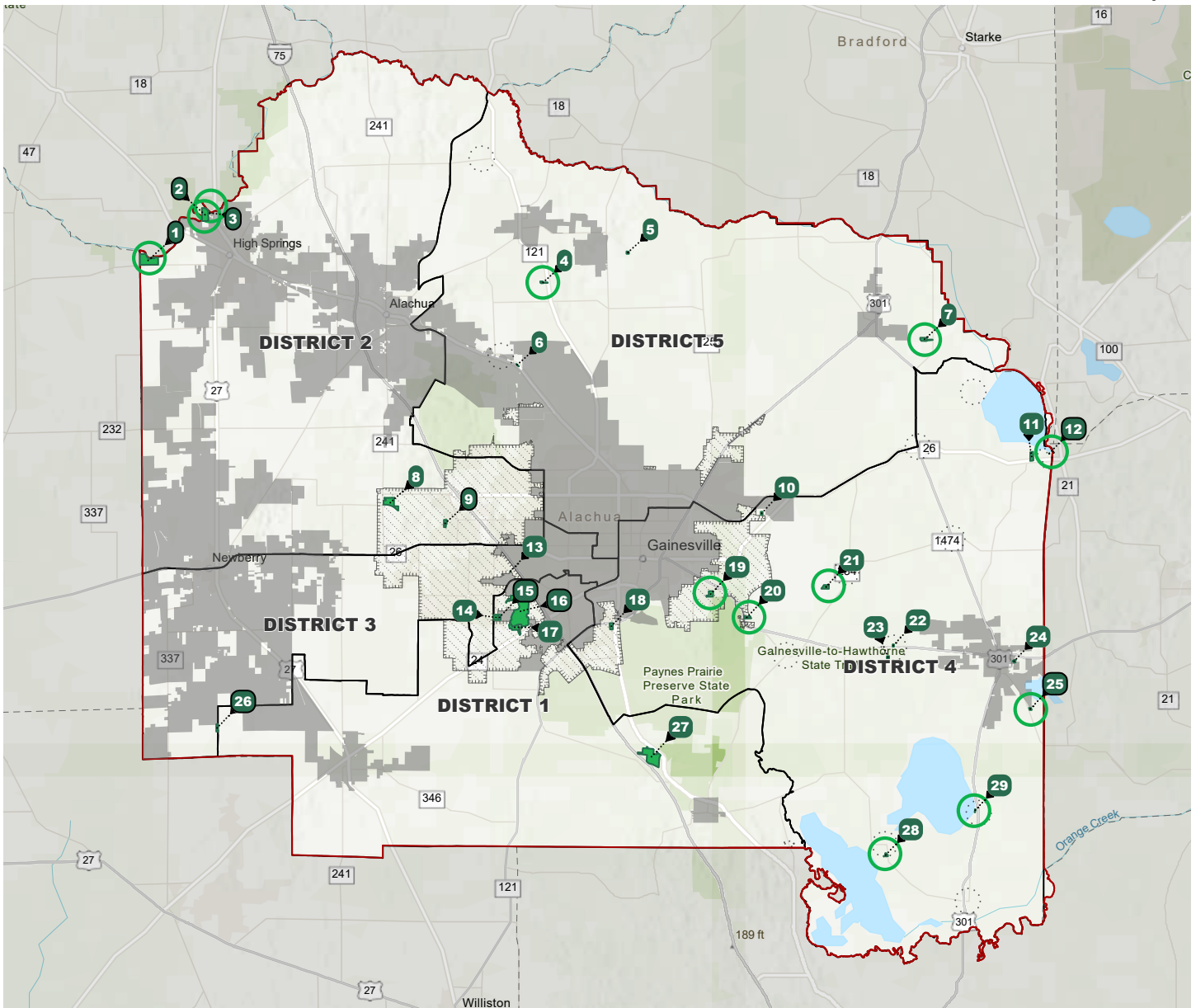
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# Natural Alachua

	Implementation Strategy	District	Location	Projects	short	mid	long
Natural Alachua	Provide access to lake/water edge amenities for non-boaters, such as additional piers and boardwalks	4	Owens-Illinois	Boardwalk access to water's edge with observation platform	x		
		4	Holden Pond Park	Replace fishing platform	x		
		4	Lochloosa	Provide bank grade stabilization and fishing spots	x		
	Increase access to green spaces and nature-based recreation, such as nature trails by partnering with Conservation Lands to co-locate active park amenities in disturbed areas (when feasible).	2	McCall Park	Walking trails, boardwalks, observation platforms			x
		3	GRU Wetlands Park	Work with GRU on Wetlands Park set to open 2024		x	
	Provide environmental education wherever possible, such as pollinator gardens and interpretative signage	5	Cellon Oak	Pollinator garden, interpretative signage	x		
		4	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Pollinator garden, interpretative signage	x		
		4	Earl P. Powers Park	Interpretative signage	x		
		2	High Springs Boat Ramp	Interpretative signage	x		
		4	Holden Pond Park	Interpretative signage	x		
		4	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Interpretative signage, nature trail towards bank	x		
		5	Lake Alto	Interpretative signage	x		
		4	Lochloosa	Interpretative signage	x		
		4	Melrose Boat Ramp	Interpretative signage	x		
		2	Poe Springs	Interpretative signage, environmental education programs, volunteer opportunities		on-going	
2		McCall Park	tbd, interpretative signage			x	
Preserve open space	All	County-wide		on-going			





**Park Legend**

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# Communication

A park system is only as effective as its ability to communicate to its users. In order to create a truly equitable park system, residents throughout Alachua County should have access to and knowledge of parks and recreation offerings. Park users do not perceive departmental or jurisdictional boundaries, rather they seek to understand what kinds of recreational amenities are around them. Therefore interdepartmental and inter-jurisdictional partnerships are key to providing a well-rounded experience for all Alachua County residents.

Additionally, parks serve as key public spaces and should provide equitable opportunities to host grassroots events and community building activities. An effective communications strategy helps build community advocacy and excitement about the parks system as a whole.

Within Alachua County, enhanced communication between departments and agencies provides access to a wider range of resources and collaboration opportunities that reduce redundant efforts and provide creative problem solving and activation.

The following recommendations provide a blueprint for Alachua County Parks & Open Space to raise awareness, build community, and enhance operations. While some of these recommendations have recommended timelines, many are on-going efforts to continually engage with the community and provide open lines of communication both internally and externally. All recommendations under this Guiding Principle are to be implemented on a system-wide scale to provide resources for Alachua County residents at large.

Implementation Strategy		Projects	short	mid	long
Communication	Develop a Parks & Open Space communications strategy in partnership with Communications		on-going		
	Expand social media marketing and webpage presence		x		
	Develop a brand for Alachua County Parks & Open Space focusing on Master Plan implementation and generating excitement within the community	Create awareness campaign for Master Plan initiatives	x		
		Develop hashtag campaign to crowdsource marketing content and highlight grassroots activities		x	
		Provide opportunities for community engagement throughout Master Plan implementation, e.g., public workshops for new parks	on-going		
	Facilitate special events with community-based grassroots organizations	Provide point of contact for grassroots organization wishing to use parks for events	on-going		
		Create crowdsourced events calendar for ease of communications. Foster access to grassroots events without complex permitting processes to create equitable opportunities for event access.	on-going		
		Create "superhost" program to highlight key event partners	on-going		
	Improve internal communication between County departments and agencies	Continue to develop partnerships with other departments and agencies for the provision of amenities and activation of parks (i.e., Land Conservation, Public Works, Sheriff's Office, Alachua County Public Schools)	on-going		
	Partner with municipalities within the County to create a comprehensive awareness of parks & open space offerings through all jurisdictions	Develop inventory of park offerings through the County including municipal parks	x		
		Provide interactive map of parks offerings throughout the County for public use	x		
	Work with County Public Information Office to build strategy for parks & open space	Build and implement communications strategy	x		
		Re-evaluate strategy at 5 years		x	

# Park Equity Standards

Park Equity Standards provide a baseline for all parks in Alachua County. Through these standards, Alachua County Parks & Open Space can provide consistent and equitable access to high-quality amenities and facilities throughout the County. The elements determined provide a base level standard for amenities provided within each park type to meet the identified Level of Service. A park that does not include all the elements of its park type is considered deficient in Level of Service (LOS). Elements have been broadly defined to provide flexibility as to the exact type and quantity of amenities needed to be responsive to both site conditions and public needs through a public engagement process.

## NEIGHBORHOOD PARK DESCRIPTION

Neighborhood Parks are generally five (5) or more acres in size providing access to recreational amenities to a neighborhood. These parks include a mix of passive and active amenities with little programming. In urban areas, it is expected that nearby residents will be able to access neighborhood parks within walking distance or a short drive. In rural contexts, a short drive is expected.

## RECOMMENDATIONS

- Preserve open space within parks to maintain passive uses
- Position play areas away from sports courts, near parking but away from streets
- Incorporate seating, picnic areas, and pavilions near play areas to provide gathering spaces (e.g., pavilion, outdoor stage, grouped picnic tables/benches) and weather protection
- Provide shade trees along pathways

## REQUIREMENTS

### Size

5-acre min.

### Geographic Level of Service

- Urban: 1-mile
- Rural: 2-miles

### Elements

- Play area
- Sports Court
- Unprogrammed Open Space
- Small Pavilions and Picnic Tables
- Off-street Parking – sufficient for daily use patterns and ADA requirements



## COMMUNITY PARK

### DESCRIPTION

Community Parks are generally 20 or more acres in size providing access to active amenities and public and community events across a larger geographic area. Community parks are active parks with recreational programming that can accommodate a large geographic service area, especially in lower density and rural residential areas. In both urban and rural contexts, it is expected that many users will drive to these parks.

### RECOMMENDATIONS

- Position play areas away from sports courts, near parking but away from streets
- Locate restroom(s) in centralized areas and near play areas
- Place sports lighting away from surrounding residential areas
- Based on space constraints, sports fields may be used as flexible open space for events
- Locate pavilions in key activity areas such as near play areas, recreation field complexes, and near sports courts to provide gathering spaces and weather protection
- Provide periodic bench seating along primary pathways and walking loops
- Provide shade trees along pathways

### REQUIREMENTS

#### Size

20-acre min.

#### Geographic Level of Service:

- Urban: 3-mile
- Rural: 6-miles

#### Elements

- Play area
- Sports Fields and/or Sports Courts
- Flexible Open Space
- Mix of Group Pavilions and Small Pavilions
- Restroom Building
- Off-street Parking – sufficient for daily use patterns and ADA requirements



# Crime Prevention Through Environmental Design (CPTED) Recommendations

Crime Protection Through Environmental Design (CPTED, pronounced “sep-ted”) is an approach to reducing crime through the design and management of the built environment. CPTED strategies aim to reduce targeting of victims, deter offender decisions preceding criminal acts, and build a sense of community among residents to reduce opportunities for crime and fear of crime.

## NATURAL ACCESS CONTROL

Natural access control aims to reduce opportunities for crime by restricting access to a site creating defensible entry points that provide safe entry for users of the space, while dissuading criminal activity. Access control uses design to clearly differentiate between public and private space and controls flow of users through lighting and landscape.

### RECOMMENDATIONS:

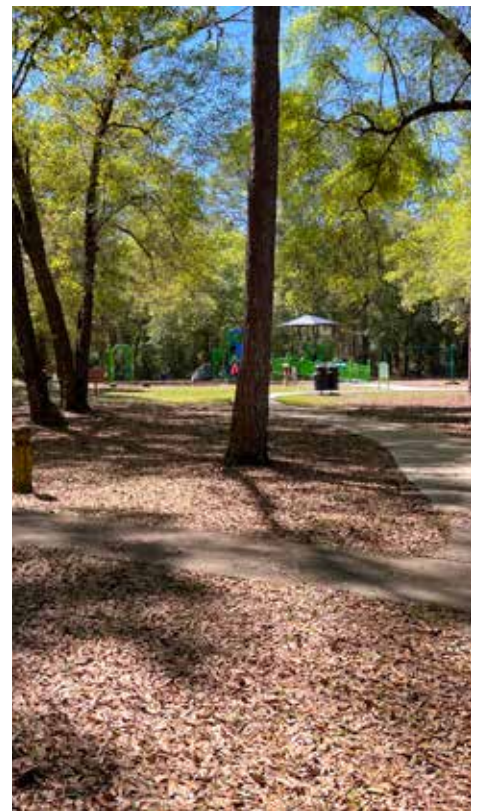
- Clearly marked entry points
- Fences where necessary – Restrict number of entry points into an amenity
- Lockable gates & Building locks – Reduce access into specific areas/ after-hours
- Strategic lighting – Lead users to specific entry points and prevent use of undesired amenities after hours

## NATURAL SURVEILLANCE

Natural surveillance focuses on creating clear unobstructed views to prevent crime. By increasing visibility, there are less opportunities for criminals to hide and engage in undesired activities. This strategy also reduces ambush points, or areas where criminals can hide and attack a victim.

### RECOMMENDATIONS:

- Group like activities together – Allow observation into surrounding facilities causing intruders to stand out
- 2’ – 6’ rule – Maintain landscape cleared above 2’ and below 6’ to allow visibility and surveillance
- Right plant, right place – Plant and maintain landscape to allow visibility
- Lighting – Avoid lighting that will create glare or low light spots



## TERRITORIALITY

Territoriality relies on developing a sense of ownership by park users. This empowers community members to challenge/report intruders and increase surveillance into the facility. This strategy causes intruders to stand out and deters criminal activity.

### RECOMMENDATIONS:

- Celebrated entry – Define a facility and create a clear boundary/sense of entry
- Encourage volunteer partnerships – Encourage a sense of ownership within the community
- Materiality – Provide cohesive design throughout the park that defines park vs. non-park boundary
- Buffer/separate private non-facility property – Define the territory as a public amenity and encourage use of the space

## MAINTENANCE

A well-maintained space reinforces the idea that someone is observing and caring for a space. Observing and repairing vandalism dissuades repeat vandalism while maintaining lighting and landscape ensures natural surveillance.

### RECOMMENDATIONS:

- Maintain landscape and lighting – Ensure natural surveillance
- Repair vandalism – Reinforce sense of ownership and perception of surveillance
- Select durable items – Prevent vandalism and reduce maintenance costs



# Recommendations by District

The following tables provide a breakdown of recommendations within this Master Plan per County Commission District as they pertain to specific Guiding Principles as well as the expected timeline of implementation. A series of recommendations, labeled “All Districts”, are to be implemented on a system-wide scale and pertain to parks in every district. Recommendations have been developed through a county-wide lens to provide equitable access to quality parks for all Alachua County residents.



## ALL DISTRICTS

	Implementation Strategy	Projects	short	mid	long
Provide for Today & Plan for Tomorrow	Establish additional off-leash areas	Determine locations based on new parks' master planning process			
Proximity & Access	Establish a geographic level of service where each resident lives within a close range of a neighborhood park (1-mile urban or 2-miles rural) or a community park (3-miles urban or 6-miles rural)  Meet new geographic LOS through the following strategies:	1. Reclassifying existing parks based on amenities 2. Upgrading existing parks with additional amenities 3. Expanding existing parks by acquiring adjacent properties and adding new amenities 4. Acquiring and developing new parks in unserved areas	x		
	Coordinate with Growth Management on implementation of their Trails Master Plan		x		
	Include amenities that encourage a variety of multi-modal access points, including bike racks and pedestrian entry points	Provide amenities in response to evolving connectivity improvements throughout the County such as additional sidewalks and trails	on-going		
Inclusivity & Safety	Establish Park Equity Standards		x		
	Incorporate gathering space into parks that promotes social interaction between diverse users, such as pavilions and picnic tables as well as flexible lawn spaces for gathering and events	Consider gathering spaces in new parks	on-going		
	Install inclusive playgrounds that go beyond ADA accessibility. Playgrounds should offer activities for all children regardless of level of ability with unitary surfacing, such as poured-in-place rubber, and maneuverable routes for wheelchair access	As playgrounds are replaced or implemented	on-going		
	Implement CPTED recommendations to improve safety and comfort of park users		on-going		
	Provide protection from the elements at all parks	Provide pavilions at all parks	on-going		

		Implementation Strategy	Projects	short	mid	long
Natural Alachua		Preserve open space		on-going		
		Develop a Parks & Open Space communications strategy in partnership with Communications		on-going		
Communication		Expand social media marketing and webpage presence		x		
		Develop a brand for Alachua County Parks & Open Space focusing on Master Plan implementation and generating excitement within the community	Create awareness campaign for Master Plan initiatives and other departmental initiatives	x		
			Develop hashtag campaign to crowdsource marketing content and highlight grassroots activities		x	
			Provide opportunities for community engagement throughout Master Plan implementation, e.g. public workshops for new parks	on-going		
		Facilitate special events with community-based grassroots organizations	Provide point of contact for grassroots organization wishing to use parks for events	on-going		
			Create crowdsourced events calendar for ease of communications. Foster access to grassroots events without complex permitting processes to create equitable opportunities for event access.	on-going		
			Create "superhost" program to highlight key event partners	on-going		
		Improve internal communication between County departments and agencies	Continue to develop partnerships with other departments and agencies for the provision of amenities and activation of parks (i.e., Land Conservation Lands, Public Works, Sheriff's Office, Alachua County Public Schools)	on-going		
		Partner with municipalities within the County to create a comprehensive awareness of parks & open space offerings through all jurisdictions	Develop inventory of park offerings through the County including municipal parks	x		
			Provide interactive map of parks offerings throughout the County for public use	x		
		Work with Communications Office to build strategy for parks & open space	Build and implement communications strategy	x		
			Re-evaluate strategy at 5 years		x	

## DISTRICT 1

	Implementation Strategy	Location	Projects	short	mid	long
Provide for Today & Plan for Tomorrow	Enhance existing parks with upgraded facilities and amenities	Cuscowilla Nature and Retreat Center	Develop site-specific master plan to build on existing amenities and enhance offerings for the general public  Provide public access during non-peak usage	x		
	Expand offerings of sports courts and fields	Veterans Memorial Park	New fields (SE corner, slated as "Future Fields" on plans)		x	
		New Community Parks			x	
Proximity & Access	Meet new geographic LOS by: 4. Acquiring and developing new parks in unserved areas		New Rural Community Park (G)		x	
	Work closely with Public Works to provide safe, walkable connections into all parks such as marked crosswalks to improve driver awareness of pedestrians/cyclists to create a welcoming environment for those choosing active transportation  Note: Prioritize parks with existing sidewalk network, provide entry points as sidewalk grids extend and/or with additional trail connections	Veterans Memorial Park	Add crosswalk connections west across SW 75th St	x		

## DISTRICT 2

	Implementation Strategy	Location	Projects	short	mid	long	
Provide for Today & Plan for Tomorrow	Establish additional off-leash areas	Jane B. Walker Park		x			
	Expand offerings of sports courts and fields	New community parks			x		
Proximity & Access	Meet new geographic LOS by: 2. Upgrading existing parks with additional neighborhood or community park amenities	Poe Springs	Offer free entry during non-peak times and add/enhance neighborhood amenities such as playground, sports court, picnic areas	x			
		Jane B. Walker Park	Add neighborhood amenities	x			
	4. Acquiring and developing new parks in unserved areas	New Neighborhood Parks  Acquire property and develop with neighborhood park amenities such as play area, sports court, open space, small pavilions and picnic tables, shade trees, off-street parking	New Urban Neighborhood Park (D)			x	
		New Community Parks  Acquire property and develop with community park amenities such as play area, sports fields/courts, open space, group and small pavilions, restroom building, shade trees, off-street parking	New Rural Community Park (A)	x			
			New Rural Community Park (C)	x			

	Implementation Strategy	Location	Projects	short	mid	long
Proximity & Access	Work closely with Public Works to provide safe, walkable connections, such as marked crosswalks, into all parks to improve driver awareness of pedestrians/cyclists to create a welcoming environment for those choosing active transportation  Note: Prioritize parks with existing sidewalk network, provide entry points as sidewalk grids extend and/or with additional trail connections	Rotary Park at Jonesville	Add crosswalks along NW 32nd Ave	x		
		Jane B. Walker Park	Add sidewalk and crosswalks with development	x		
		Poe Springs	Provide pedestrian entry and sidewalk connection into park	x		
Inclusivity & Safety	Incorporate gathering space into parks, such as pavilions and picnic tables, that promotes social interaction between diverse users as well as flexible lawn spaces for gathering and events	Jane B. Walker Park	Add pavilion and picnic tables	x		
		McCall Park	Add periodic benches along new trails			x
Natural Alachua	Increase access to green spaces and nature-based recreation , such as nature trails by partnering with Conservation Lands to co-locate active park amenities in disturbed areas (when feasible)  Provide environmental education wherever possible, such as pollinator gardens and interpretative signage	McCall Park	Walking trails, boardwalks, observation platforms			x
		High Springs Boat Ramp	Interpretative signage	x		
		Poe Springs		on-going		
		McCall Park	interpretative signage			x

### DISTRICT 3

Much of District 3 lies within the municipal boundaries of the City of Newberry and it is therefore expected that the City of Newberry will provide access to parks to residents within its municipal boundary with Master Plan recommendations focusing on providing service to park users in unincorporated Alachua County. However, it is recommended that Alachua County work closely with the City of Newberry to ensure the provision of parks for residents within municipal boundaries.

	Implementation Strategy	Location	Projects	short	mid	long
Proximity & Access	Meet new geographic LOS by: 4. Acquiring and developing new parks in unserved areas	New Neighborhood Parks  Acquire property and develop with neighborhood park amenities such as play area, sports court, open space, small pavilions and picnic tables, shade trees, off-street parking	New Urban Neighborhood Park (E)	x		
Natural Alachua	Increase access to green spaces and nature-based recreation, such as nature trails by partnering with Conservation Lands to co-locate active park amenities in disturbed areas (when feasible).	GRU Wetlands Park	Work with GRU on Wetlands Park set to open 2024		x	

## DISTRICT 4

	Implementation Strategy	Location	Projects	short	mid	long
Provide for Today & Plan for Tomorrow	Enhance existing parks with upgraded facilities and amenities	Copeland Park	New playground	x		
		Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Stormwater plan to address drainage issues	x		
		Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Replace existing restroom	x		
		Holden Pond Park	Add play area	x		
		Lochloosa Park	Restabilize and even out grade	x		
	Establish additional off-leash areas	Hawthorne Dog Park		x		
Expand offerings of sports courts and fields	New community parks			x		
Proximity & Access	Meet new geographic LOS by: 2. Upgrading existing parks with additional neighborhood or community park amenities	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Add community amenities	x		
		Hawthorne Dog Park	Add neighborhood amenities	x		
	4. Acquiring and developing new parks in unserved areas	New Neighborhood Parks Acquire property and develop with neighborhood park amenities such as: play area, sports court, open space, small pavilions and picnic tables, shade trees, off-street parking	New Rural Neighborhood Park (H)			
			New Rural Neighborhood Park (I)			
		New Community Parks Acquire property and develop with community park amenities such as: play area, sports fields/courts, open space, group and small pavilions, restroom building, shade trees, off-street parking	New Rural Community Park (J)			
			New Rural Community Park (K)			

	Implementation Strategy	Location	Projects	short	mid	long
Proximity & Access	Work closely with Public Works to provide safe, walkable connections, such as marked crosswalks, into all parks to improve driver awareness of pedestrians/cyclists to create a welcoming environment for those choosing active transportation  Note: Prioritize parks with existing sidewalk network, provide entry points as sidewalk grids extend and/or with additional trail connections	Squirrel Ridge Park	Pave existing sidewalk connection into park	x		
		Santa Fe Lake	Extend sidewalk along ROW into park	x		
Inclusivity & Safety	Incorporate gathering space into parks, such as pavilions and picnic tables, that promotes social interaction between diverse users, as well as flexible lawn spaces for gathering and events	Hawthorne Dog Park	Add pavilion and picnic tables	x		
		Earl P. Powers Park	Complete accessible circulation	x		
	Provide inclusive amenities that go beyond basic handicap accessibility	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Enhance sidewalk connectivity		x	
		Santa Fe Lake	Provide sidewalk connection between family area and boat ramp	x		
Natural Alachua	Provide access to lake/water edge amenities for non-boaters including additional piers and boardwalks.	Owens-Illinois	Boardwalk access to water's edge with observation platform	x		
		Holden Pond Park	Replace fishing platform	x		
		Lochloosa	Provide bank grade stabilization and fishing spots	x		
	Provide environmental education wherever possible including pollinator gardens and interpretative signage.	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	Pollinator garden, interpretative signage	x		
		Earl P. Powers Park	Interpretative signage	x		
		Holden Pond Park	Interpretative signage	x		
		Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	Interpretative signage, nature trail towards bank	x		
		Lochloosa	Interpretative signage	x		
Melrose Boat Ramp	Interpretative signage	x				



## DISTRICT 5

	Implementation Strategy	Location	Projects	short	mid	long
Provide for Today & Plan for Tomorrow	Enhance existing parks with upgraded facilities and amenities	Monteocha Park	New pavilion and playground	x		
	Establish additional off-leash areas	DeSoto Park			x	
Proximity & Access	Meet new geographic LOS by: 3. Expanding existing parks by acquiring adjacent properties and adding new amenities/facilities	Cellon Oak		x	x	
	4. Acquiring and developing new parks in unserved areas	New Neighborhood Parks  Acquire property and develop with neighborhood park amenities such as: play area, sports court, open space, small pavilions and picnic tables, shade trees, off-street parking	New Rural Neighborhood Park (B)	x		
Inclusivity & Safety	Incorporate gathering space into parks, such as pavilions and picnic tables, that promotes social interaction between diverse users, as well as flexible lawn spaces for gathering and events	Cellon Oak	Add pavilion		x	
		Lake Alto	Add large group pavilion	x		
		Monteocha Park	Add small pavilions		x	
	Provide inclusive amenities that go beyond basic handicap accessibility	Monteocha Park	Enhance sidewalk connectivity	x		
Natural Alachua	Provide environmental education wherever possible including pollinator gardens and interpretative signage.	Cellon Oak	Pollinator garden, interpretative signage	x		
		Lake Alto	Interpretative signage	x		

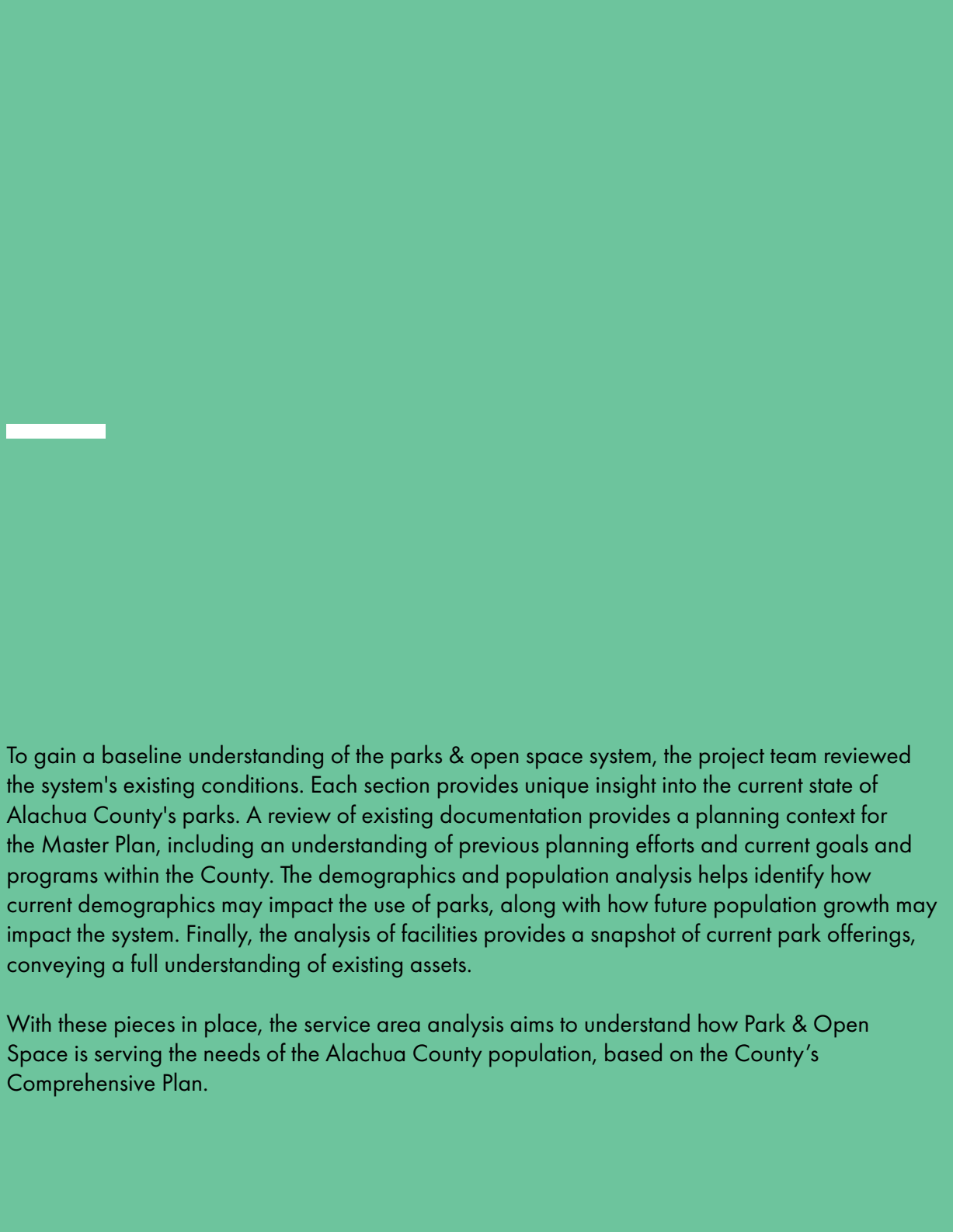




# 2 - HOW DID WE GET HERE?

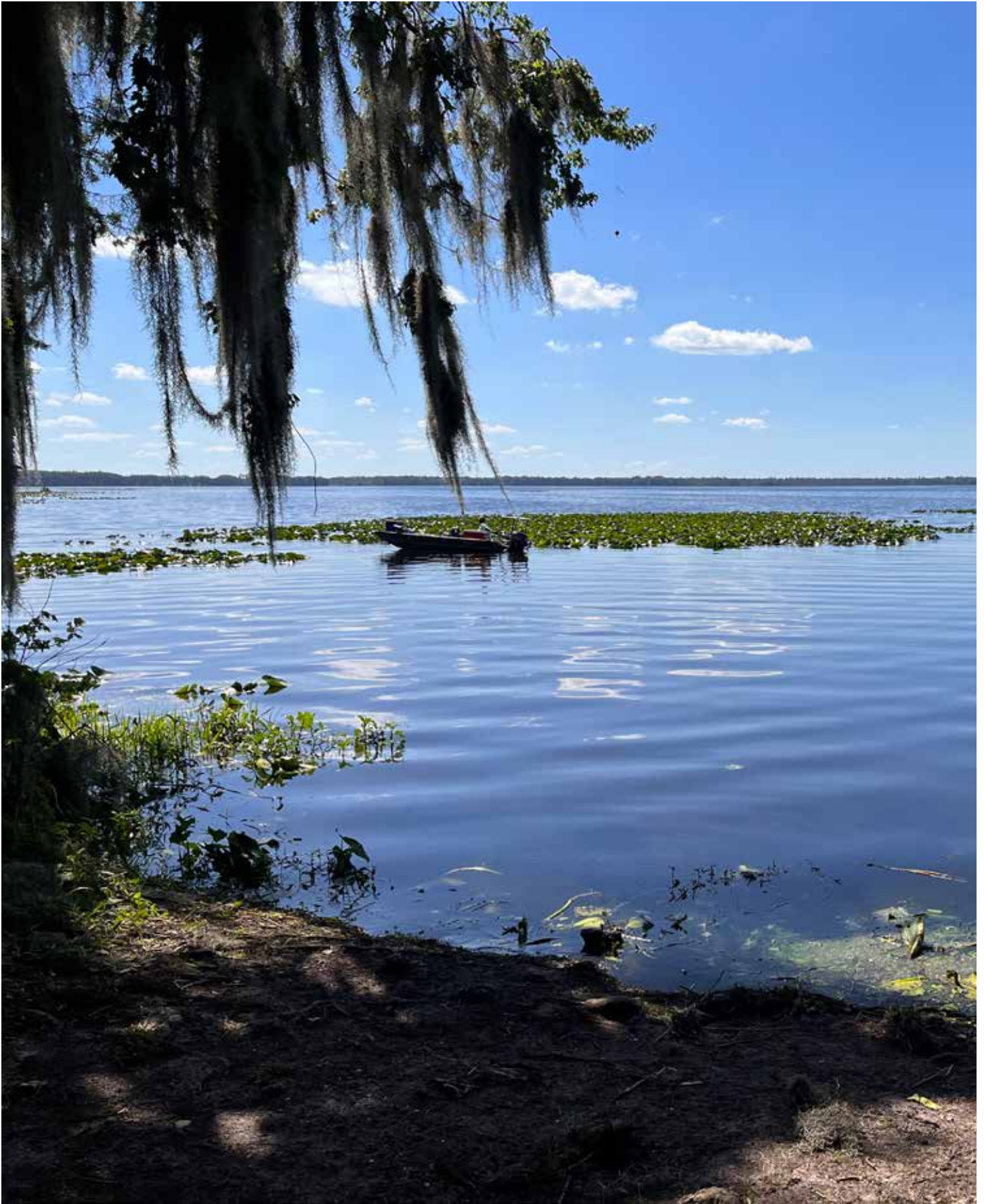
# 2.1

**EXISTING CONDITIONS**



To gain a baseline understanding of the parks & open space system, the project team reviewed the system's existing conditions. Each section provides unique insight into the current state of Alachua County's parks. A review of existing documentation provides a planning context for the Master Plan, including an understanding of previous planning efforts and current goals and programs within the County. The demographics and population analysis helps identify how current demographics may impact the use of parks, along with how future population growth may impact the system. Finally, the analysis of facilities provides a snapshot of current park offerings, conveying a full understanding of existing assets.

With these pieces in place, the service area analysis aims to understand how Park & Open Space is serving the needs of the Alachua County population, based on the County's Comprehensive Plan.



# Documentation Review

## PREVIOUS ALACHUA COUNTY RECREATION MASTER PLAN

The previous Alachua County Recreation Master Plan was split into two phases. Phase I (2002) provided an inventory and analysis of existing recreation within Alachua County to determine the needs in the community. The analysis included both county and city facilities, and compared existing park acreages by type and population projections to SCORP guidelines to determine acreage needs county-wide, along with needs by planning district. A similar approach determined needs for additional amenities as dictated by Statewide Comprehensive Outdoor Recreation Plan (SCORP) guidelines. Additionally, an accessibility level of service metric provided a service area radius for each park type. The community park level of service further divided this accessibility metric to provide a 3-mile service area for urban areas and 6 miles for rural areas. Phase I determined 11 planning districts within Alachua County for the purposes of service delivery.

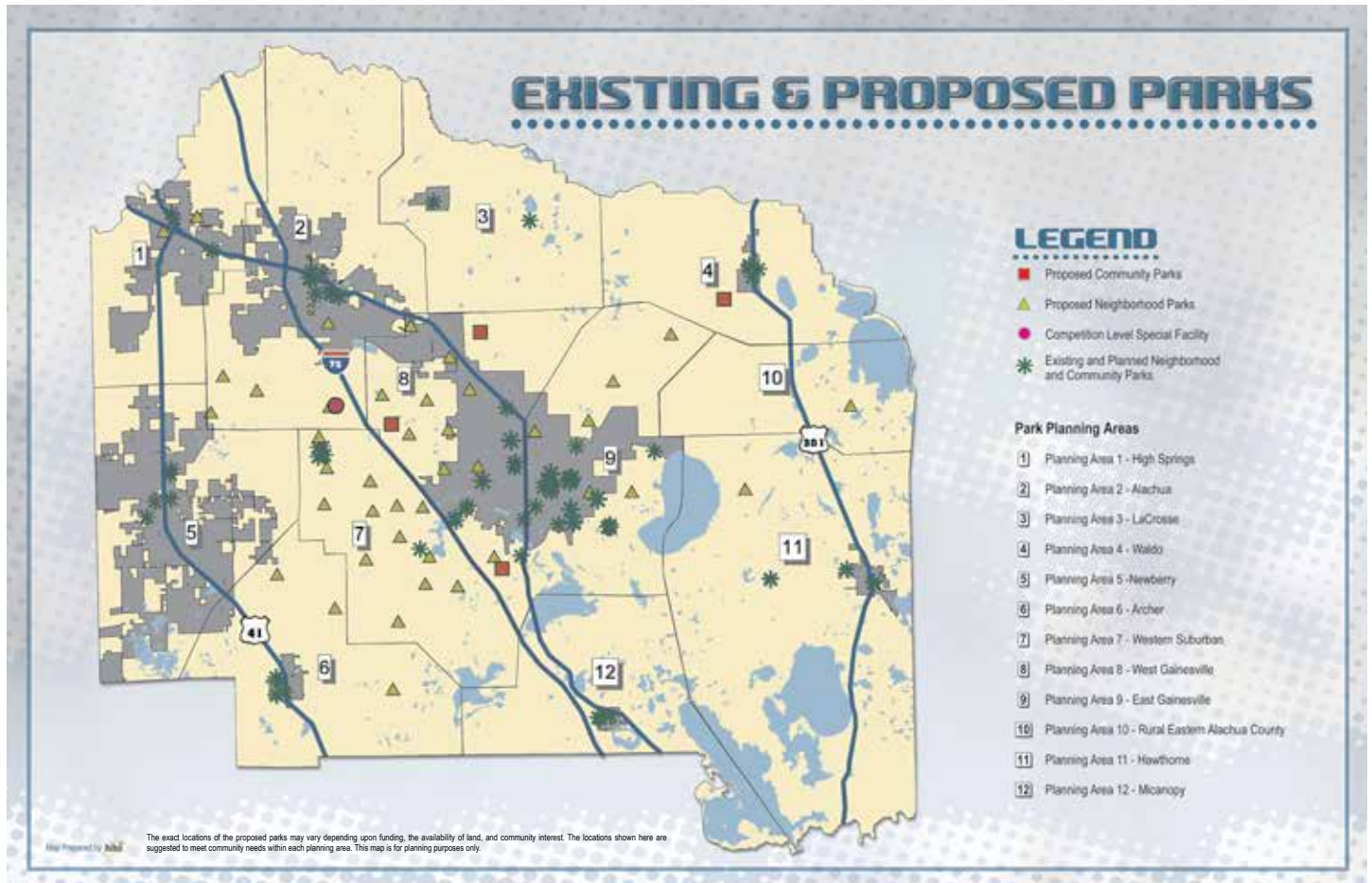
Phase II (2005) focused on building specific recommendations from capital improvements, as well as provided organizational structure recommendations and possible funding sources. Public participation served to verify and expand on park needs determined in Phase I to identify specific community needs and programming desires. Capital improvements projects covered projects at municipal, county, and school district levels to fill recreational gaps throughout the county.

In general, projects identified were prioritized based on the following criteria:

- high local priority
- provide a county-wide benefit
- centrally located
- use existing facilities
- take advantage of partnerships
- serve residents of different ages, abilities, and interests
- promote principles of sustainability
- are cost feasible

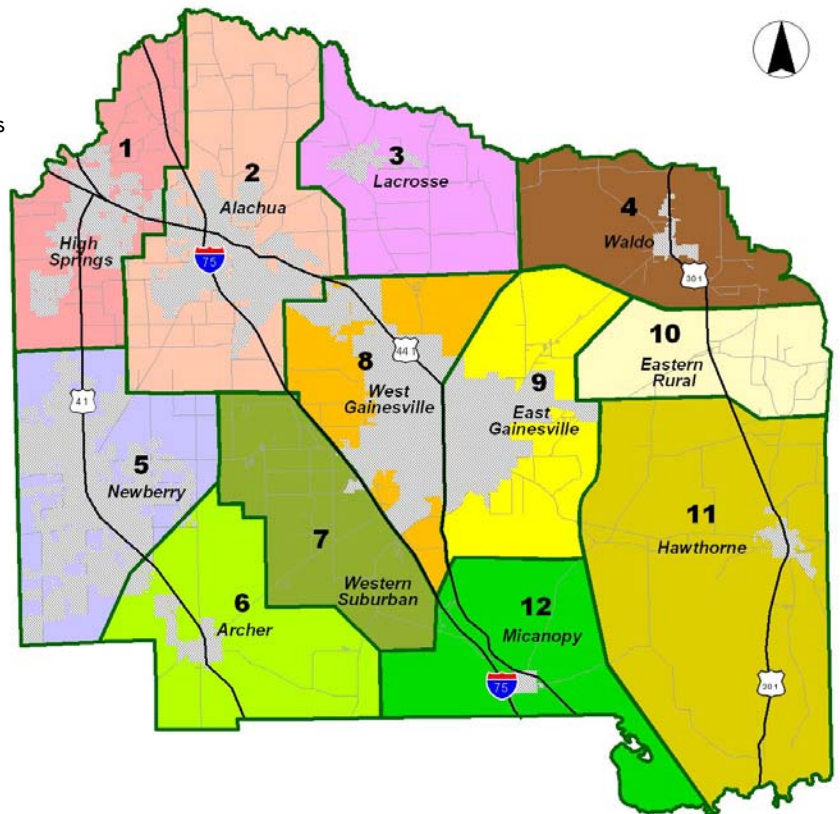
### ALACHUA COUNTY RECREATION MASTER PLAN: PHASE I (2002)

Existing & Proposed Parks Map



### ALACHUA COUNTY RECREATION MASTER PLAN: PHASE II (2005)

Planning Districts for Program Delivery Recommendations





Additionally, the plan identified the following Top 10 county-wide Recreational Desires:

- Better maintenance and use of existing parks
- Increased awareness of existing recreation opportunities
- More neighborhood and community parks
- Enhanced access to natural areas and interpretive information
- Interconnected system of greenways and trails
- Multi-purpose recreation centers/community buildings
- Public swimming pools
- Athletic practice fields
- Competition tournament facilities
- Skate parks

Phase II provided a 20-year capital improvements master plan, which extended to 2023 and identified the need for just under \$147 million in capital projects. These included county, city, and school board projects, with upgrades to existing parks representing 72% of the total capital allocation.

New Parks recommended included:

- 18 Urban Neighborhood Parks
- 18 Suburban Neighborhood Parks
- 3 Community Parks
- 2 Special Facilities

The Program Delivery Recommendations report provided recommendations and a capital improvements master plan applicable for each of the 11 planning districts developed during Phase I of the Master Plan.

Phase II (2005) focused on building specific recommendations for capital improvements, while providing organizational structure recommendations and possible funding sources. A public involvement effort served to verify and expand on the park needs determined in Phase I by identifying specific community needs and programming desires. Capital improvements projects covered the municipality, county, and school district levels to fill recreational gaps throughout the county.

## COMPREHENSIVE PLAN 2040

The Alachua County Comprehensive Plan defines goals, objectives, and policies for the future growth of the county. The included Recreation Element provides the primary framework for the development and maintenance of the Alachua County parks system, while other elements, such as Future Land Use, Conservation and Open Space, and Public School Facilities interlink goals supporting the vision for the County. Alachua County partners with municipalities to provide activity-based recreation, while resource-based recreation is provided by the County through the Alachua County Forever program. The State Park system provides additional resource-based recreation independent of the Comprehensive Plan.

## MINIMUM LEVEL OF SERVICE

The Recreation Element establishes a Level of Service (LOS) for parks to provide a minimum park acreage per 1,000 residents of unincorporated Alachua County. Additionally, LOS measurements respond to changes in the unincorporated population due to annexation. Essentially, this policy assumes that municipalities within Alachua County will provide service to their residents, while Alachua County will meet the needs of residents in unincorporated areas.

Measurement of LOS metrics includes County-funded or developed facilities operated by other jurisdictions, as well as facilities provided by other entities for which Alachua County has cooperative use agreements. Below is a breakdown of minimum LOS standards for recreation, as determined by policy 1.1.2.

Park Type	Minimum Improved Acreage Required per 1,000 Persons in Unincorporated Alachua County
Activity-Based	0.5
Resource-Based	5.0

According to the information obtained via Geographic Information System (GIS), Alachua County currently maintains 95 acres of activity-based park land and 611 acres of resource-based park land. Based on a 2035 unincorporated population estimate of 127,471 persons, Alachua County will have a surplus of 31 acres of activity-based park land, and will need 24 acres of resource-based park land to meet their LOS standards.

Year	Unincorporated Alachua Co. Pop. Est.	Existing Activity-Based Acres	Acres Needed	Surplus/Deficiency Acres
2022	112,471	95	56	39
2027	116,036	95	58	37
2035	127,020	95	64	31

Year	Unincorporated Alachua Co. Pop. Est.	Existing Resource-Based Acres	Acres Needed	Surplus/Deficiency Acres
2022	112,471	611	562	49
2027	116,036	611	580	31
2035	127,020	611	635	-24

## PARK CLASSIFICATION

Park type classifications provide a service delivery model for various types of recreation needs. A comparative review generates an understanding of how Alachua County compares with other jurisdictions in its definition of park types and distributions.

In this review, Alachua County park types and definitions, as defined in the Recreation Element of the Comprehensive Plan, have been compared to the those of the City of Gainesville and neighboring Marion and Clay Counties. Additionally, Lake County serves as a comparison point—as Lake County similarly includes urban, suburban, and rural areas as well as encompasses several incorporated municipalities of various scales.

### COMPARATIVE REVIEW SUMMARY

Generally, Alachua County’s definitions are comparable to those used in other jurisdictions. Major differences are summarized below. A complete breakdown of the park type classification and definition comparison is detailed in the attached Park Type Classification Comparative Matrix.

#### **Tot Lots**

Alachua County includes a Tot Lot park classification that allows for the accommodation of play structures in conditions where land may not be readily available. In other municipalities, this park type may be called a Neighborhood Park.

#### **Pocket Parks**

The Pocket Park designation provides a classification for unique opportunities in high-density areas. This classification is also present in the City of Gainesville and Lake County as a “Mini Park.”

#### **Special Use Parks**

Special Use Parks provide a catch-all classification for park types of varying sizes and county-wide service areas. Special Use Parks can be classified generally or more specifically as activity-based or resource-based parks. A general classification can be seen in Lake County (Special Facility), City of Gainesville (Special Use Parks), and Marion County (Memorial Parks).

Alachua County does not include a general catch-all category, but rather includes two separate special use park classifications—Special Use Activity Park and Special Use Resource Park. The separation of these provides a distinction between activity-based parks that are driven by demand and resource-based parks driven by availability. The City of Gainesville is the only other jurisdiction to have a specific activity-based park type: Sports Complex. Resource-based parks are defined in other jurisdictions under different monikers: the City of Gainesville uses “Local Nature Parks”; Marion County uses “Specialty Park”, as well as a more specific “Water Access”; and Clay County calls out “Boat Ramps.” Acreages within these definitions vary.

### **Classifications Not Found in Alachua County**

Notably missing from Alachua County’s park type classifications is a “Regional Parks” classification, which typically describes resource-based parks with service areas extending beyond county boundaries. Note that, if included within parks analysis, Alachua County’s nature preserves would meet this definition.

Additionally, a trail system category is present in both City of Gainesville (Linear Corridors) and Marion County (Greenways). Lake County includes an additional county-wide resource-based park classification, known as “District Parks”, which serves as a catch-all category for large parks over 75 acres that do not reach a regional scale service area. Based on the assets currently held by Alachua County, neither of these categories are applicable.

### **Acreage Guidelines**

Acreages allotted generally align with definitions in other jurisdictions included within this comparative review, particularly when considering the Tot Lot category, which may be classified as a Neighborhood Park in other municipalities. Special Use Park acreages vary across jurisdictions as they are dependent on the specific resources of each park system. However, the acreages provided by the definitions in Alachua County for its Special Use Parks are appropriate based on the use case.

### **Service Area Guidelines**

A unique condition for Alachua County is its wide variety of densities that make urban, suburban, and rural communities difficult to define in a standard manner. For example, the density and lifestyle in the City of Gainesville is different from that found in the City of High Springs; however, each of these is very different from a rural community like Cross Creek. This is captured in the current service area definition for Community Parks, such that a park located within an “urban” area can range in service from ½ mile to 3 miles, and “rural” service areas extend as far as 6 miles. While density is somewhat addressed through the capacity metrics dictating average maximum population and acreage per population, this does not address the geographic distribution of these parks. A more robust service area definition for each of these park types is needed to best serve each of these unique communities.

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## PARK TYPE CLASSIFICATION COMPARATIVE MATRIX

	Acres	Service Area	Mode of Transportation
<b>Tot Lot</b>			
Alachua County	1 acre	1/4 mi. residential avg. pop. 2,500 max. 0.5 acre/1,000 pop.	
Lake County	-	-	-
City of Gainesville	-	-	-
Marion County	-	-	-
Clay County	-	-	-
<b>Pocket Park</b>			
Alachua County	<5 acres	1/4 mi. Typ. high density	
Lake County: Mini Park Note: classification to be phased out	<5 acres	1/4 mi. 0.5 acre/1,000 pop.	Low volume streets and trails
City of Gainesville: Mini Park	1/4-5 acres	1/4 mi. Typ. high density	
Marion County			
Clay County			
<b>Neighborhood Parks</b>			
Alachua County	5+ acres	1/4 - 1/2 mi. in neighborhood area; avg. pop. 5,000 max; 2 acres/1,000 pop.	
Lake County Note: classification to be phased out	5-19 acres typ. 10 acres	1/4-1/2 mi. in neighborhood area; 2 acres/1,000 pop.	Walking, bike riding, or short drive by car
City of Gainesville	5-20 acres typ. May be smaller	1/2 mi.	Walk or bike
Marion County	1-10 acres typ. 5-10ac	1/4 - 1/2 mi.	
Clay County	1/2 -10 acres	5 mi.	

### Data Source

Alachua County: Alachua County Comprehensive Plan 2019-2040 - Recreation Element

Lake County: Lake County Comprehensive Plan 2030 - Parks and Recreation Element

City of Gainesville: City of Gainesville Parks Comprehensive Plan - Recreation Element

Marion County: Marion County Parks and Recreation Master Plan, 2016

Clay County: Clay County 2040 Comprehensive Plan - Recreation and Open Space

Programming	Amenities
	Examples: play structures, benches, picnic areas, open spaces, landscaping
-	
-	
-	
-	
Unique opportunity, generally no active recreation	Examples: walks, benches, gardens, etc.
Unique opportunity; located in high density areas including downtown	
	Examples: benches, child play areas, shade trees, picnic facilities
Balance of resource and activity-based	Examples: play structures, recreation buildings, court games, hard courts, tennis courts, internal trails, shuffleboard, volleyball courts, picnic areas, open areas, landscaping
Balance of resource and activity-based	Casual play with very little programming Examples: playgrounds, multi-purpose courts/fields, tennis courts, landscape areas, benches, recreation buildings, picnic areas and walkways
	Examples: tennis courts, racquetball courts, shade trees, picnic facilities, child play areas, limited soccer and baseball fields Facilities under 5 acres must include 2 of the following: basketball courts, tennis courts, racquetball courts, softball/baseball fields, gymnasium or recreation center, and soccer fields.
Informal active and passive recreation	

## PARK TYPE CLASSIFICATION COMPARATIVE MATRIX (CONT.)

	Acres	Service Area	Mode of Transportation
<b>Community Parks</b>			
Alachua County	20+ acres	Urban: 1/2-3 mi. Rural: up to 6 mi.; avg. pop. 5,000 max; 2 acres/1,000 pop.	
Lake County	20-50 acres	Urban: 3 mi. Rural: 6 mi.; 5 acres/1,000 pop.w	walking, biking, but most often by car
City of Gainesville	20-100 acres	1.5 mi.	pedestrians, bicycles, autos, and buses
Marion County	20-75+ acres typ. 30-50 acres	County-wide	
Clay County	5-40 acres	10 mi.	
<b>Special-Use Parks: General</b>			
Alachua County			
Lake County: Special Facility	varies	County; acres/1,000 pop. not applicable; located based on the center of activity where pop. demands it	car, bikeways or trails
City of Gainesville: Special Use Parks	N/A	N/A	
Marion County: Memorial Park	<1 acre	1/4 mi.	
Clay County			

### Data Source

Alachua County: Alachua County Comprehensive Plan 2019-2040 - Recreation Element

Lake County: Lake County Comprehensive Plan 2030 - Parks and Recreation Element

City of Gainesville: City of Gainesville Parks Comprehensive Plan - Recreation Element

Marion County: Marion County Parks and Recreation Master Plan, 2016

Clay County: Clay County 2040 Comprehensive Plan - Recreation and Open Space



Programming	Amenities
Primarily activity-based	Examples: athletic fields, swimming pools, multipurpose fields, recreation centers, picnic areas, open space areas
Primarily activity-based but can be resource-based as well	Examples: athletic fields, swimming pools, multipurpose fields, recreation centers; natural areas provide: biking, fitness, picnicking, and open space activities; other community services may be located within community park
Intensive-use, activity-based	<p>Include a wide range and large concentration of facilities: lighted tennis courts, racquetball courts, soccer and baseball fields, a swimming pool, off-street parking, playgrounds, and picnic facilities.</p> <p>Parks between 10-20 acres can be classified as a community park if at least two different types of the following facilities are provided: baseball/softball fields, swimming pool, gymnasium, recreation center, and/or soccer or football fields.</p>
Balance of resource- and activity-based	
May be resource-based or activity-based	<p>resource-based: picnicking, boating, swimming, hiking, camping, and play areas;</p> <p>activity-based: equestrian center, golf course, senior center, or museum</p>
	Provide unique or unusual facilities for specialized recreational users
	Pocket park, memorial, or special use park that serves a limited area or provides a unique recreation opportunity

## PARK TYPE CLASSIFICATION COMPARATIVE MATRIX (CONT.)

	Acres	Service Area	Mode of Transportation
Special-Use Parks: Activity-Based Park			
Alachua County: Special Use Activity Park	20+ acres	county-wide	
Lake County			
City of Gainesville: Sports Complex	15-100 acres	urban area-wide	bicycles, auto, buses
Marion County			
Clay County			
Special-Use Parks: Resource-Based Park			
Alachua County: Special Use Resource Park	varies	county-wide	
Lake County			
City of Gainesville: Local Nature Parks	<100 acres	urban area-wide	
Marion County: Specialty Park	dependent on resource	statewide – 2 hr. drive	
Marion County: Water Access	2-15 acres typ. 5-10 acres	3 mi. – dependent on resource avail.	
Clay County: Boat Ramps			
District Parks			

### Data Source

Alachua County: Alachua County Comprehensive Plan 2019-2040 - Recreation Element  
 Lake County: Lake County Comprehensive Plan 2030 - Parks and Recreation Element  
 City of Gainesville: City of Gainesville Parks Comprehensive Plan - Recreation Element  
 Marion County: Marion County Parks and Recreation Master Plan, 2016  
 Clay County: Clay County 2040 Comprehensive Plan - Recreation and Open Space

Programming	Amenities
activity-based	may include a single purpose or activity, such as soccer complex, golf course, senior center, etc.
	"intensive-use" recreation areas that provide a concentration of facilities for leagues and tournaments; one or more of the following facilities are necessary but not necessarily sufficient to classify a site as a "sports complex": (1) at least four adult-size or youth-size baseball/softball fields; (2) at least six regulation-size soccer fields; (3) a professional or semi-professional sports stadium; (4) a combination of at least one gymnasium, four tennis courts, and four racquetball courts; and/or (5) a region-serving water theme park
resource-based	natural resources, such as lakes and rivers, or cultural resources, such as museums, historical sites, etc. Include picnic areas, boating, swimming, hiking, camping and play areas
resource-based	includes trails, benches, picnic facilities, boardwalks, and exhibits
resource-based	canoe/kayak/tube launch, historically significant facilities
	boat ramp facility with associated picnic facilities, etc.
	boat ramps

## PARK TYPE CLASSIFICATION COMPARATIVE MATRIX (CONT.)

	Acres	Service Area	Mode of Transportation
Alachua County	-	-	-
Lake County	75+ acres	county-wide; 30-40 min. driving time; 5 acres/1,000 pop.	
City of Gainesville	-	-	-
Marion County			
Clay County			
<b>Regional Parks</b>			
Alachua County	-	-	-
Lake County	250+ acres	multi-county; up to 60 min. drive; 20 acres/1,000 pop;	car, bikeways, or trails
City of Gainesville	30+ acres	10 mi.	
Marion County	200+ acres	regionally - 1 hr. drive	
Clay County	150+ acres	1 hr. drive	
<b>Trail Systems</b>			
Alachua County			
Lake County			
City of Gainesville: Linear Corridors	trail based		bicyclists, hikers, horseback riders, canoeists, and joggers
Marion County: Greenway	trail based	dependent on size of trail network	
Clay County			

### Data Source

Alachua County: Alachua County Comprehensive Plan 2019-2040 - Recreation Element

Lake County: Lake County Comprehensive Plan 2030 - Parks and Recreation Element

City of Gainesville: City of Gainesville Parks Comprehensive Plan - Recreation Element

Marion County: Marion County Parks and Recreation Master Plan, 2016

Clay County: Clay County 2040 Comprehensive Plan - Recreation and Open Space

Programming	Amenities
-	-
resource-based	natural-resource: picnicking, boating, swimming, hiking, camping, and play areas; can be activity-based in outlying areas of the county
-	-
-	-
resource-based	camping, equestrian activities, canoeing, boating, fishing
	outdoor amphitheaters, skate parks, hiking/nature trails, public golf course, canoe/kayak, nature/environmental centers, track and field facility, fishing piers, gyms, racquetball courts, disc golf course
resource-based	campgrounds, hiking, trails, playgrounds, boating facilities, lodging, recreation rentals, etc.
resource-based	
	trailhead to larger network of linear parks and trails, environmental education

## CURRENT PARK TYPE APPLICATION

While this comparative review looks at the definitions set forth in Alachua County's Comprehensive Plan, there is a discrepancy between the definitions and the actual classifications used within the Parks & Open Space System. Parks within the system are currently classified by the Parks & Open Space System as follows:

## PARKS & OPEN SPACE SYSTEM CLASSIFICATIONS

Park Name	Acres	Classification
Hawthorne Dog Park (Undeveloped)	-	-
High Springs Boat Ramp	0.25	-
Squirrel Ridge (Dog Park)	17.24	Community
Veterans Memorial Park (2 Lighted Soccer Fields)	33.95	Community
Veterans Memorial Park (Gainesville Use Agreement)	10.99	Community
Scott-Phifer House	2.8	Historic
Cellon Oak	5.69	Nature
Kanapaha Lake (Undeveloped)	453.37	Nature
McCall (Undeveloped)	78.42	Nature
Copeland	5	Neighborhood
Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	27	Neighborhood
DeSoto Park	0.63	Neighborhood
Grove	4.32	Neighborhood
Mark S. Hopkins Park	0.26	Neighborhood
Jane B Walker Park (Undeveloped)	18	Neighborhood
Monteocha	5	Neighborhood
Poe Springs	202.47	Regional Resource
Cuscowilla Nature and Retreat Center	224.69	Special Use Resource
Earl P. Powers	12.47	Special Use Resource
Holden Pond	5	Special Use Resource
Kanapaha Botanical Gardens	62	Special Use Resource
Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	12	Special Use Resource
Lake Alto	22.33	Special Use Resource
Lochloosa	1.24	Special Use Resource
Melrose Boat Ramp	0.25	Special Use Resource
Owens-Illinois	21.57	Special Use Resource
Rotary Park at Jonesville	87	Special Use Resource
Santa Fe Lake	24.98	Special Use Resource
Watermelon Pond	12	Special Use Resource

The definitions currently used do not match those defined in the Comprehensive Plan. Additional categories have been added to best fit the assets within Alachua County, such as Historic, Nature, and Regional Resource. Additionally, the categories of Tot Lot, Pocket Park, and Special Use Activity Park are not currently used. It is recommended that park type classifications be revised in the Comprehensive Plan to more accurately reflect the current and future needs of the park system. Categories will be defined through the visioning process, and recommended nomenclature for continuity between both plans will be proposed.

## **FUTURE LAND USE ELEMENT**

The Future Land Use Element provides for the orderly and efficient use of land within Alachua County. With such varied densities and urban typologies as those present within Alachua County, the Element provides definitions that may be key in developing park service delivery models, as well as guidance on where to locate park facilities to best serve the community. In particular, the Future Land Use Element provides definitions for both urban and rural clusters.

### **URBAN CLUSTERS**

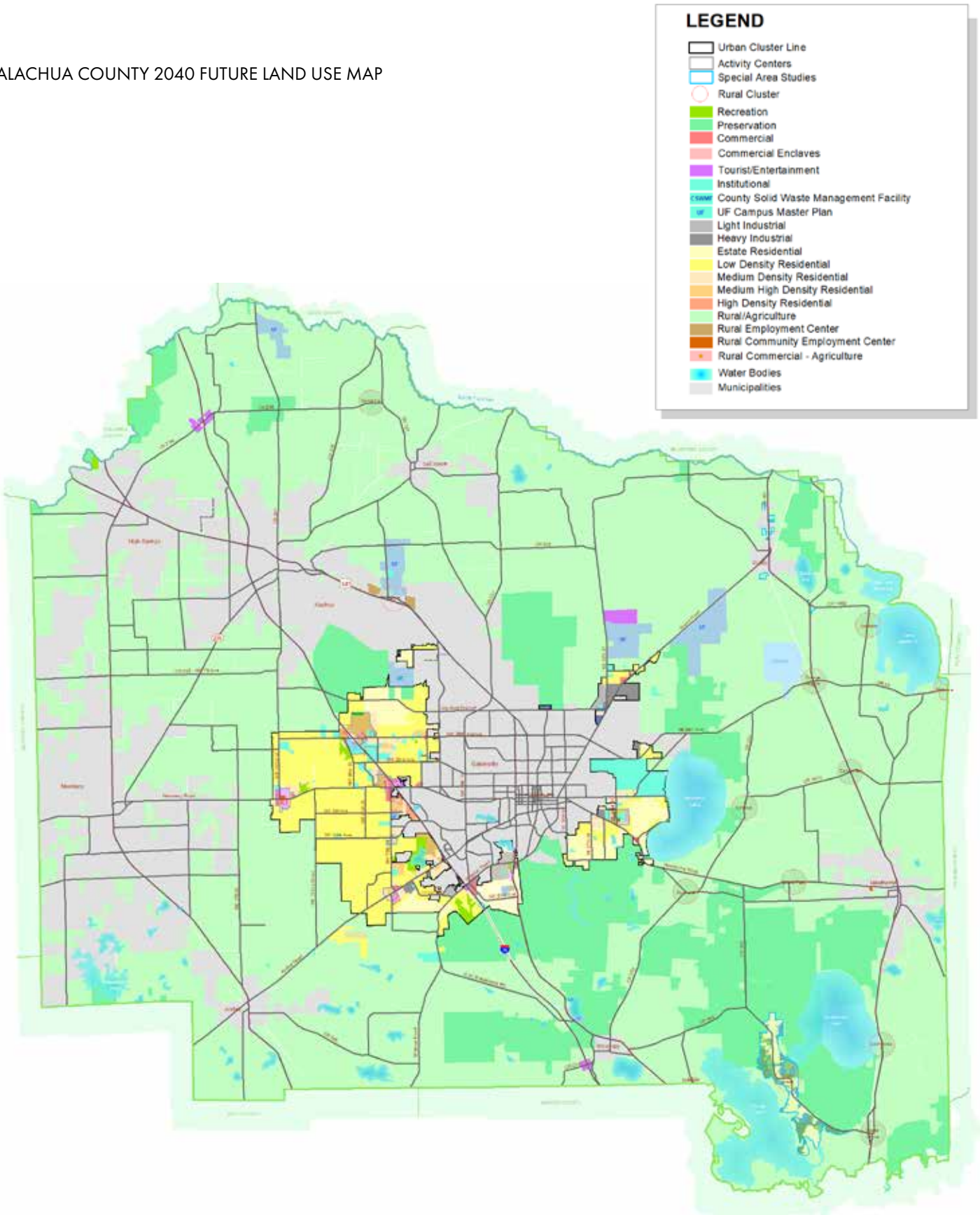
Areas designated for urban development on the Future Land Use Map are Urban Clusters. These areas include residential densities ranging from 1 unit per acre to 24 units per acre or greater, non-residential development. They are generally served by urban services.

### **RURAL CLUSTERS**

Historic rural settlements outside of the urban cluster are called Rural Clusters. These areas, which generally lack public services and facilities identified as necessary for more intense urban development, serve as a focus for an existing rural community. Policies and related development regulations for Rural Clusters preserve their existing rural character, ensure compatibility with the surrounding Rural/Agriculture areas, and protect the historic and natural resources that make these communities unique.



ALACHUA COUNTY 2040 FUTURE LAND USE MAP



## INFRASTRUCTURE SURTAX

Alachua County has benefited from the passage of an infrastructure surtax in 2008, 2016, and 2022. The current surtax is a 10-year, one percent, sales tax. One half is dedicated to acquire and improve conservation lands as well as improve and maintain parks and recreational facilities within Alachua County. The current iteration is to be collected in Alachua County from January 1, 2023 to December 31, 2032. As described in the surtax ordinance, the funds approved through the referendum are to be expended on either Wild Spaces, through the acquisition of water and land resources deemed high-priority projects through the Alachua County Forever (ACF) Program; or Public Places, through the creation of new public recreation locations as well as the improvement and operation of parks and facilities.

The Infrastructure Surtax Oversight Board oversees expenditures. The Board consists of seven members and three alternate members representing Alachua County, the City of Gainesville, and other incorporated cities within Alachua County. In general, most funds allocated to the incorporated cities are utilized to fund park improvements and new parks, while conservation land acquisitions and improvements are generally carried out by the County.



# Demographics & Population

When evaluating demographics, it is beneficial to look at both Alachua County and its surrounding Metropolitan Statistical Area (MSA) to understand the role that the County plays in the overall area. An MSA is formally defined as “a region consisting of a city or county and surrounding communities linked by social and economic factors established by the U.S. Office of Management and Budget (OMB).” Therefore, the demographic profile for the Gainesville MSA—which covers all of Alachua County, Gilchrist County, and Levy County—is provided in addition to the area of interest, Alachua County.

Demographic study areas



According to 2022 estimates, unincorporated Alachua County has a population of 112,471, which accounts for roughly 40% of Alachua County's total population, including both unincorporated and incorporated populations. About 82% of the County's total population makes up the greater MSA. Historically, Alachua County represented roughly the same proportion of the MSA's total population; this trend is estimated to continue through 2027, as Alachua County and the MSA see a consistent increase in population.

The proportion of each age group in unincorporated Alachua County is consistent starting in the infant years to late adult years, but decreases in the elderly years. In Alachua County and the MSA, the highest percentage of the population falls into the 20-24 age groups for both areas, followed by the 25-29 and 15-19 age groups. The highest population percentages are estimated to remain in these cohorts, with less than a 1% change estimated for all age groups.

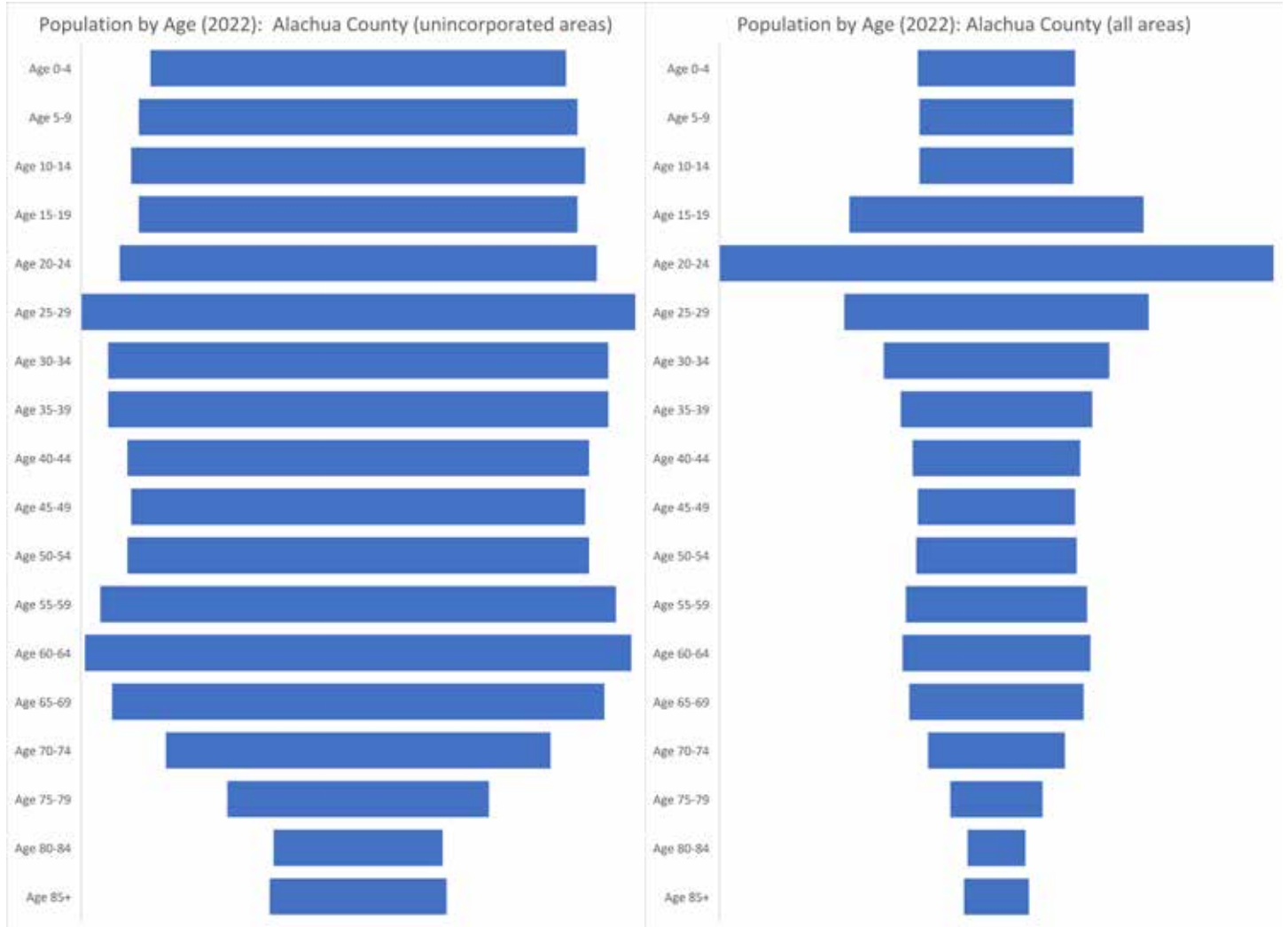
The total number of households within unincorporated Alachua County is estimated to grow approximately 3.3% through 2027 to 47,041. Like population, the total households within unincorporated Alachua County represent roughly 40% of the total households within the total County, and 81% of the County's total population makes up the greater MSA. These proportions are estimated to remain consistent through the 2027 projection period.

As of 2022, unincorporated Alachua County has a median household income of \$78,120, which is projected to increase to \$96,707 by 2027. This median household income is 27% higher than Alachua County and 31% higher than the MSA. This median household income is estimated to remain consistently higher through 2027.

With varying incomes, unincorporated Alachua County residents have a higher spending per capita compared to the total County and MSA, with the highest spending on recreation and health membership fees, recreational lessons fees, and participant sports fees. Individuals invest most in camping equipment, water sports equipment, boat/trailer/camper/RV rentals.

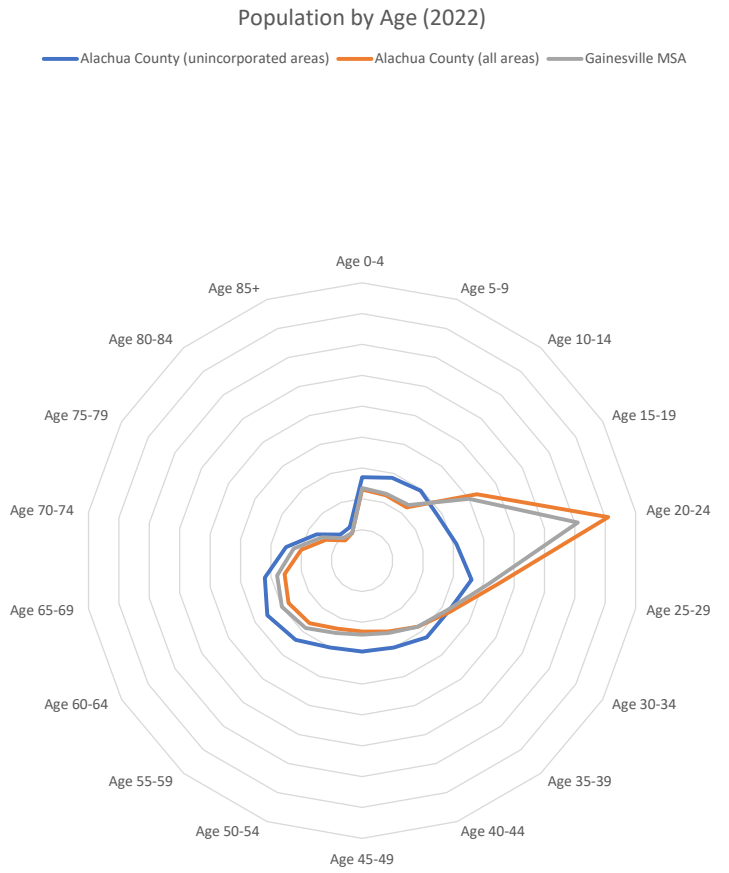
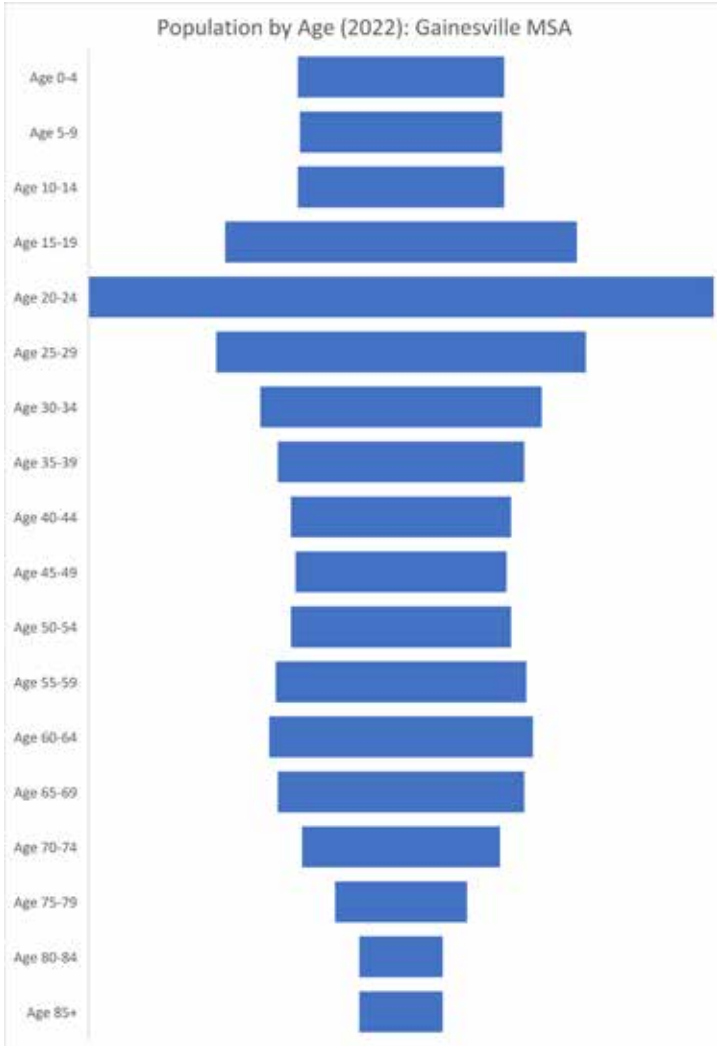
<b>Summary Table</b>	<b>Unincorporated Alachua County</b>	<b>Alachua County</b>	<b>Gainesville MSA</b>
Population (2022)	112,471	283,842	345,161
Population (2027)	116,036	289,148	351,724
Population (2035)	127,020	300,303	-
<b>Population by Age (2022)</b>			
Age 0-4	5.4%	4.6%	4.7%
Age 5-9	5.7%	4.5%	4.6%
Age 10-14	5.9%	4.5%	4.7%
Age 15-19	5.7%	8.6%	8.0%
Age 20-24	6.2%	16.2%	14.2%
Age 25-29	7.2%	8.9%	8.4%
Age 30-34	6.5%	6.6%	6.4%
Age 35-39	6.5%	5.6%	5.6%
Age 40-44	6.0%	4.9%	5.0%
Age 45-49	5.9%	4.6%	4.8%
Age 50-54	6.0%	4.7%	5.0%
Age 55-59	6.7%	5.3%	5.7%
Age 60-64	7.1%	5.5%	6.0%
Age 65-69	6.4%	5.1%	5.6%
Age 70-74	5.0%	4.0%	4.5%
Age 75-79	3.4%	2.7%	3.0%
Age 80-84	2.2%	1.7%	1.9%
Age 85+	2.3%	1.9%	1.9%
<b>Number of Households (2022)</b>			
Number of Households (2022)	45,519	115,079	139,659
Number of Households (2027)	47,041	117,428	142,605
<b>Median Household Income (2022)</b>			
Median Household Income (2022)	\$78,120	\$56,478	\$53,691
Median Household Income (2027)	\$96,707	\$70,737	\$65,682
<b>Average Household Income (2022)</b>			
Average Household Income (2022)	\$112,997	\$87,432	\$82,800
Average Household Income (2027)	\$133,799	\$105,129	\$99,462
<b>Average Fees for Participant Sports (per capita annually)</b>			
Average Fees for Participant Sports (per capita annually)	\$143	\$103	\$97
<b>Average Fees for Recreational Lessons (per capita annually)</b>			
Average Fees for Recreational Lessons (per capita annually)	\$166	\$117	\$108
<b>Average Membership Fees for Recreation and Health Clubs (per capita annually)</b>			
Average Membership Fees for Recreation and Health Clubs (per capita annually)	\$307	\$234	\$217

Charts of ALACHUA COUNTY Population Distribution by Age



**Data Source**

ArcGIS Business Analyst, \* Source: UF Shimberg



# Other Service Providers

Alachua County comprises 192 parks, including 25 state parks, 110 municipal parks, 47 school parks, 10 nonprofit parks, and a number of privately owned facilities.

## Alachua

The City of Alachua is home to 6 parks: 4 neighborhood parks, 1 community rural park, and 1 community park. Facilities include play fields, picnic facilities, a community center, and supplemental facilities. The total park acreage in the City of Alachua is 31.26 ac.

## Archer

The City of Archer is home to 6 parks: 3 neighborhood parks, 1 community rural park, and 2 pocket parks. Facilities include play fields, and supplemental facilities. The total park acreage in the City of Archer is 21.97 ac.

## Gainesville

The City of Gainesville is home to 54 parks: 11 neighborhood parks, 4 community rural parks, 6 community urban parks, 21 pocket parks, and 12 special facilities. Facilities include play fields, picnic facilities, playgrounds, gym/center, trails, and supplemental facilities. The total park acreage in the City of Gainesville is 8,740.77 ac.

## Hawthorne

The City of Hawthorne is home to 2 parks: 1 community rural park and 1 neighborhood park. Facilities include play fields, supplemental facilities, and a boat ramp. The total park acreage in the City of Hawthorne is 34 ac.

## High Springs

The City of High Springs is home to 6 parks: 3 community rural parks and 3 pocket parks. Facilities include play fields, playgrounds, supplemental facilities, and trails. The total park acreage in the City of High Springs is 31.74 ac.

## LaCrosse

The Town of LaCrosse is home to 1 neighborhood park, which include soccer fields. The total park acreage in the Town of LaCrosse is 5.08 ac.

## Micanopy

The Town of Micanopy is home to 2 parks: 1 community rural park and 1 neighborhood park. Facilities include play fields, playgrounds, and picnic facilities. The total park acreage in the Town of Micanopy is 9.57 ac.

## Newberry

The City of Newberry is home to 4 parks: 3 neighborhood parks and 1 special facilities park. Facilities include play fields, supplemental facilities, playgrounds, and picnic facilities. The total park acreage in the City of Newberry is 50.39ac.

## Waldo

The City of Waldo is home to 3 parks: 2 neighborhood parks and 1 special facilities park. Facilities include play fields, picnic facilities, a community center, trails, and supplemental facilities. The total park acreage in the City of Waldo is 15.21 ac.



## Alachua County

Alachua County is home to 29 county parks: 16 special facilities parks, 7 neighborhood parks, 3 nature parks, 2 community urban parks, and 1 community rural park. Facilities include play fields, picnic facilities, playgrounds, trails, and numerous supplemental facilities. The total county park acreage in the Alachua County is 1,388.19 ac.

## School Board

The Alachua County School Board is home to 47 school parks. Facilities include play fields, playgrounds, trails, gymnasiums, and supplemental facilities in a range of conditions from excellent to good. The total school park acreage owned by the Alachua County School Board is 1,092.07 ac.

Improvements being made at Lake Forest Elementary School, including shade structures, swings, and trail/sidewalk improvements, will allow amenities at the school to be accessed by the public after-hours.

## State

Alachua County is home to 25 state parks, preserve and historic sites including 9 special facilities, 8 regional parks, 2 district parks, and 6 neighborhood parks. Facilities include trails, a gym/center and a number of special facilities. The total state park, preserve and historic sites acreage in Alachua County is 60,148.22 ac.

## Non-Profit

Alachua County is home to 10 non-profit parks. Facilities include play fields, playgrounds, pools and a number of supplemental facilities. The total non-profit park acreage in Alachua County is 280.78 ac.

## Private Ownership

Alachua County also includes a number of privately owned parks, including the facilities at the University of Florida, Santa Fe Community College, private senior citizen communities, and other private owners. Additionally, Gainesville Regional Utilities (GRU) currently owns and maintains recreation land adjacent Veterans Memorial Park, and will develop a groundwater recharge wetland for public recreation use in the future.

Parks under private ownership have been excluded from this table.

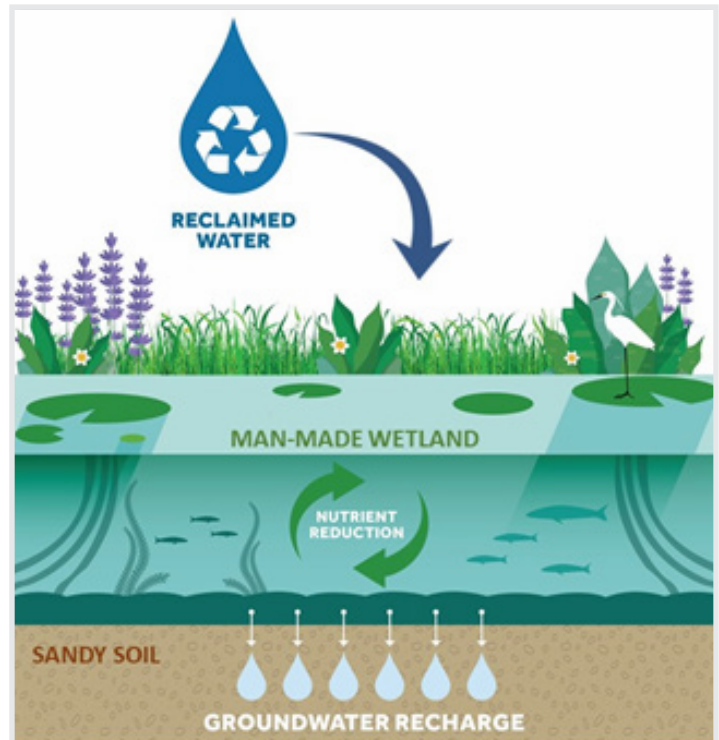
Park Owner	No. of Parks	Total Acreage of Parks
Alachua	6	31.26 ac
Archer	6	21.97 ac
Gainesville	54	8,740.77 ac
Hawthorne	2	34.00ac
High Springs	6	31.74 ac
LaCrosse	1	5.08 ac
Micanopy	2	9.57 ac
Newberry	4	50.39 ac
Waldo	3	15.21 ac
County	26	1,388.19 ac
School Board	47	1,092.07 ac
State	25	60,148.22 ac
Non-Profit	10	280.78 ac
<b>Total</b>	<b>192</b>	<b>71,849.25 ac</b>

## FUTURE PARK: GRU GROUNDWATER RECHARGE WETLAND

Gainesville Regional Utilities (GRU) is constructing a groundwater recharge wetland in partnership with the Suwannee River Water Management District (SRWMD) and Florida Department of Environmental Protection (FDEP). The project is located north of the Diamond Sports Park and encompasses approximately 75 acres. The park will consist of a series of shallow basins that will filter the water and reduce nutrient loads while recharging the aquifer.

The constructed wetlands will be open to the public and include passive recreation opportunities like walking, jogging, wildlife viewing, photography, and environmental education.

Construction will occur in phases, with the first phase to be completed in 2026.



Source: GRU.com



*Artistic Rendering*



*Artistic Rendering*

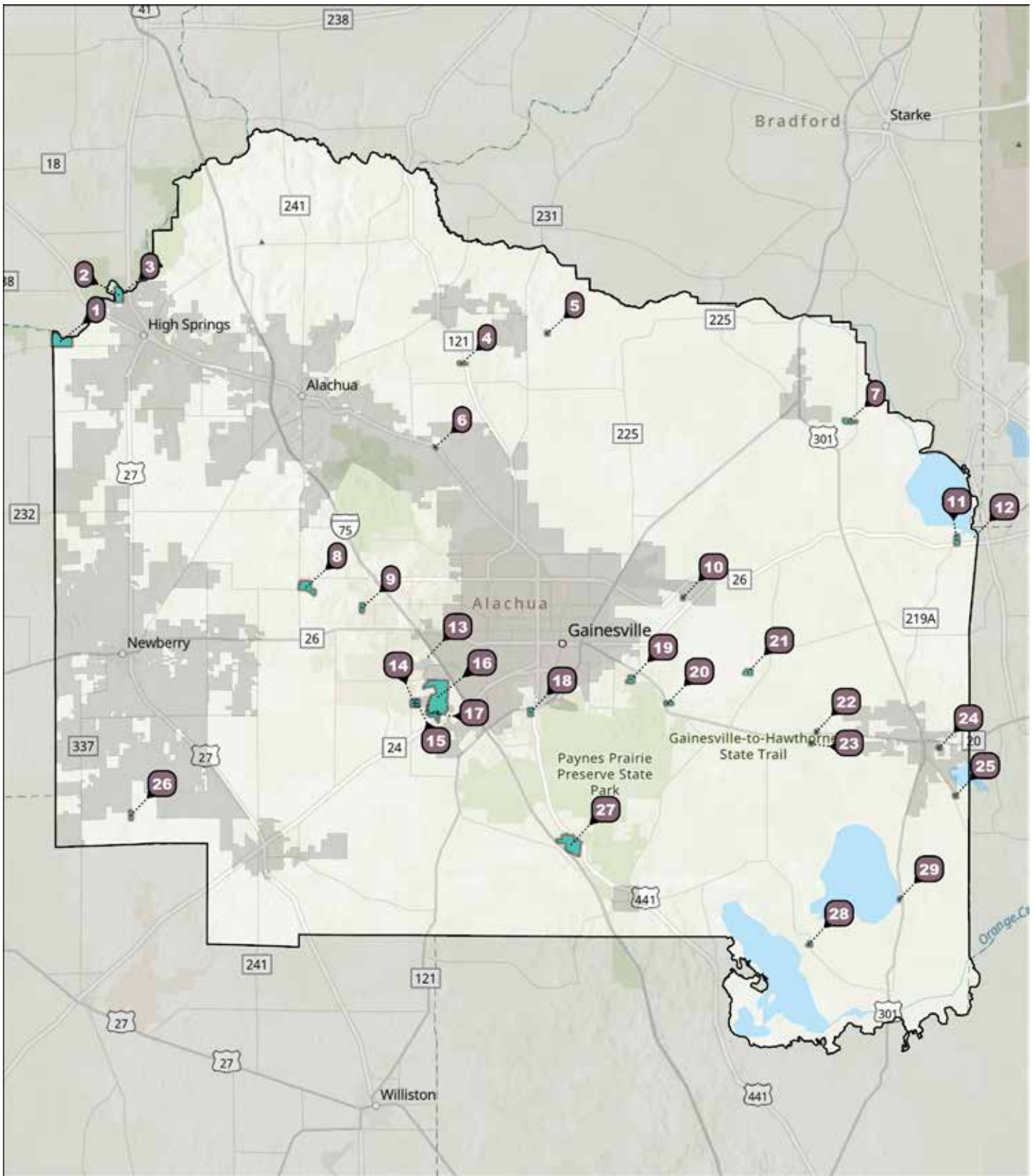
Source: GRU.com

# Analysis of Facilities

Alachua County Parks & Open Space manages a total of 29 park properties of which 4 are currently undeveloped and inaccessible to the public. Combining park inventories collected by the County and in-person site visits, the project team gained a baseline understanding of where the parks system stands today. The following is a summary of the parks currently within the system. Undeveloped parks have been excluded from the analysis of facilities.

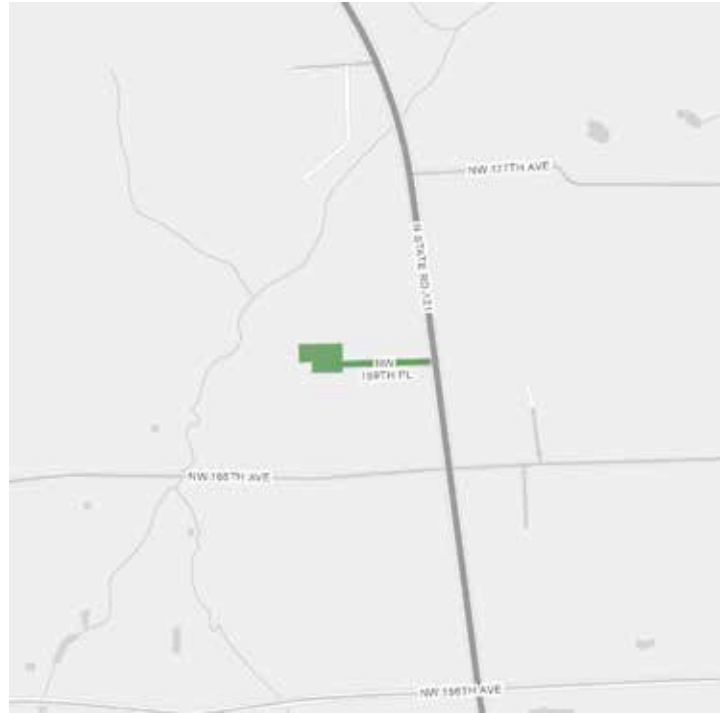
ID	Park Name	Acres	Classification
1	Poe Springs	202.47	Regional Resource
2	<i>McCall (Undeveloped)</i>	78.42	Nature
3	High Springs Boat Ramp	0.25	-
4	Cellon Oak	5.69	Nature
5	Monteocha	5.00	Neighborhood
6	DeSoto Park	0.63	Neighborhood
7	Lake Alto	22.33	Special Use Resource
8	Rotary Park at Jonesville	87.00	Special Use Resource
9	<i>Jane B Walker Park (Undeveloped)</i>	18.00	Neighborhood
10	Copeland	5.00	Neighborhood
11	Santa Fe Lake	24.98	Special Use Resource
12	Melrose Boat Ramp	0.25	Special Use Resource
13	Mark S. Hopkins Park	0.26	Pocket Park
14	Veterans Memorial Park (2 Lighted Soccer Fields)	33.95	Community
15	Veterans Memorial Park (Gainesville Use Agreement)	10.99	Community
16	<i>Kanapaha Lake (Undeveloped)</i>	453.37	Nature
17	Kanapaha Botanical Gardens	62.00	Special Use Resource
18	Squirrel Ridge (Dog Park)	17.24	Community
19	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	27.00	Neighborhood
20	Earl P. Powers	12.47	Special Use Resource
21	Owens-Illinois	21.57	Special Use Resource
22	Scott-Phifer House	2.80	Historic
23	Grove	4.32	Neighborhood
24	<i>Hawthorne Dog Park (Undeveloped)</i>	-	-
25	Holden Pond	5.00	Special Use Resource
26	Watermelon Pond	12.00	Special Use Resource
27	Cuscowilla Nature and Retreat Center	211	Special Use Resource
28	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	12.00	Special Use Resource
29	Lochloosa	1.24	Special Use Resource

Map of Alachua County Parks



## CELLON OAK PARK

Cellon Oak Park is a small passive park located in the northern Alachua County. It is home to the Florida Co-Champion Live Oak, with a canopy spread of 160 feet. The park and tree are named after its former owner, Ralph W. Cellon. The site offers picturesque views suitable for weddings and family pictures, as well as two picnic tables, grill, and a small parking area. Future development is limited by the need to protect this unique tree's root system and prevent soil compaction.



Location	410 NW 169th Pl Gainesville, FL
Current Park Type	Nature
Acreage	5.69



Photo courtesy of floridahikes.com



Photo courtesy of monumentaltrees.com

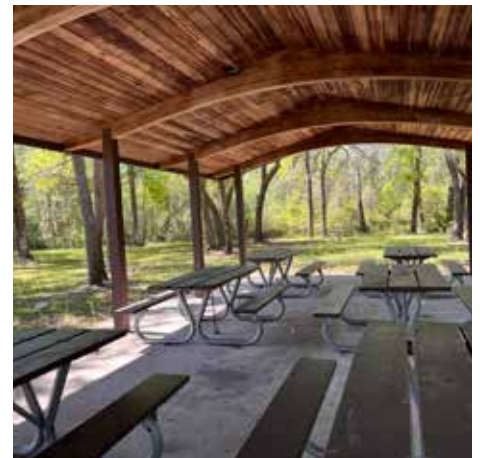
## COPELAND PARK

Copeland Park is located east of the Gainesville Regional Airport and serves the Coco Plum neighborhood and surrounding areas. Upon arrival, there is a small parking lot with an adjacent playground that is functional but in need of updating. An ADA-accessible path leads from the parking lot to the restroom building along the edge of a baseball field, which needs additional maintenance. Past the restrooms, there is a small picnic area and a basketball court which has been recently resurfaced. There are plans to extend the existing ADA path to connect to the basketball court and picnic tables, providing access to these amenities. The perimeter fence is generally in good condition, but there is need for repair along the eastern edge of the property.

Overall, this park is functional providing access to active amenities within its service area. However, improvements could be made, particularly to the playground, to improve curb appeal and enhance usage. There are signs of undesired activity and playground upgrades would help reinforce its image as a family-friendly space and provide a draw for users.



Location	7020 NE 27th Ave Gainesville, FL
Current Park Type	Neighborhood
Acreage	5.00

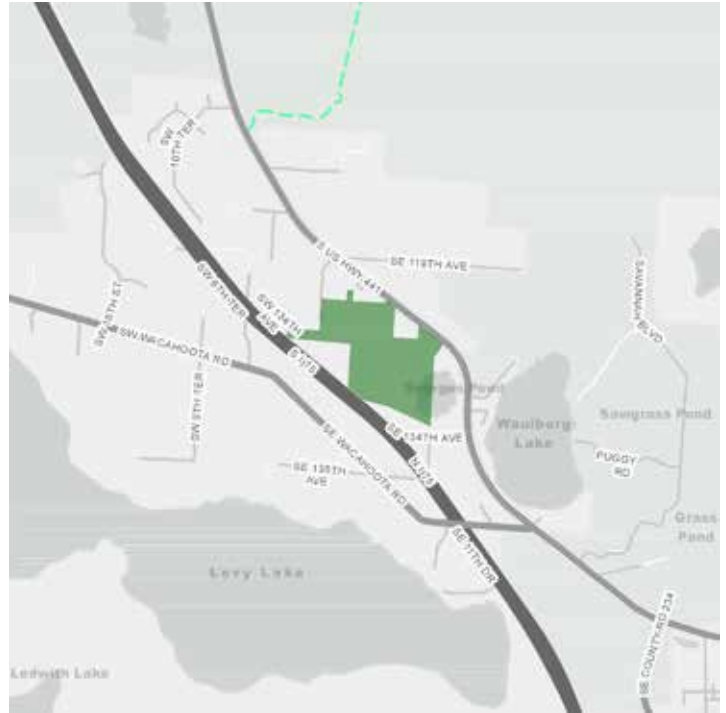


## CUSCOWILLA NATURE & RETREAT CENTER

Cuscowilla Nature and Retreat Center is a 211-acre special use park located northwest of Micanopy along Hwy 441. The park contains a variety of activities including basketball, volleyball, and a swimming pool. Additionally, the park includes cabins and opportunities for hiking and fishing along its many wooded acres.

Alachua County recently renovated the park with improvements, such as ADA upgrades, resurfacing of the parking area, waterfront dock, climbing tower, and a butterfly garden.

The public may access the pool on summer weekends and holidays by purchasing a \$5 day pass and residents can purchase a \$20 seasonal pass. Additionally, Cuscowilla Nature and Retreat Center offers a variety of rental spaces, including overnight cabin stays, tent camping, meetings, weddings, and private pool parties. The park is publicly available outside of camp programs and private rentals.



Location	210 SE 134 Ave Micanopy, FL
Current Park Type	Special Use Resource
Acreage	211



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo courtesy of [cuscowilla.org](http://cuscowilla.org)



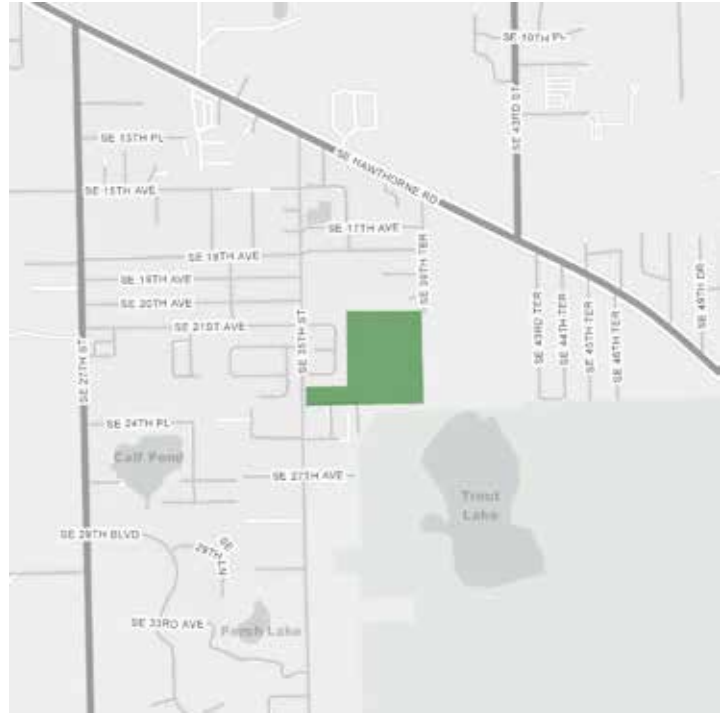
Photo courtesy of [cuscowilla.org](http://cuscowilla.org)



## CYNTHIA MOORE CHESTNUT PARK & CLARK BUTLER NATURE PRESERVE

Cynthia Moore Chestnut Park and Clark Butler Nature Preserve offers both recreation areas and nature preserve. A scenic drive off SE 35th Road leads to a paved parking area with a stormwater facility to the south and park amenities to the north. The park is shady and includes a restroom building, various pavilions, playground, volleyball court, basketball courts, and a large multi-purpose field. The park is generally well maintained, although the playground turf surfacing is tearing at the seams and is slated to be replaced with a soft surface material. Additionally, there are plans to add another pavilion to serve the multi-purpose field. All pavilions are available for rent.

There are apparent drainage issues throughout the park—specifically within the multi-purpose field and around the playground and restroom building. These drainage issues are likely undermining the surfacing of the playground and could contribute to accelerating deterioration of park infrastructure. A stormwater master plan could help address these issues and prevent future wear on the park.



Location	2315 SE 35th St. Gainesville, FL
Current Park Type	Neighborhood
Acreage	27.00



## DESOTO PARK

DeSoto Park is a small strip of land nestled between Hwy 441 and NW 120th Lane in northwest Gainesville. It currently contains two pavilions and picnic tables, and serves primarily as a parking/rest area along the existing highways. This property is used for sandbag distribution during declared emergencies.



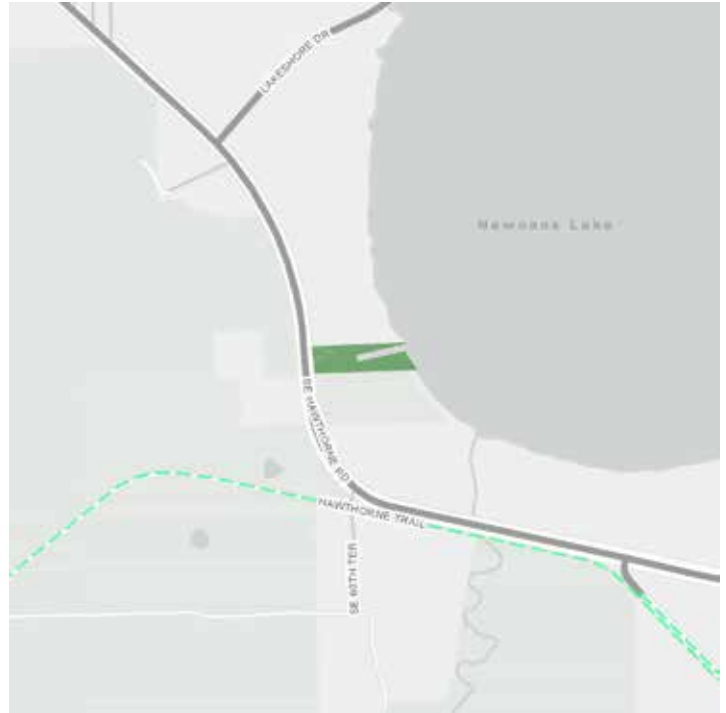
Location	11855 NW Hwy 441 Gainesville, FL
Current Park Type	Neighborhood
Acreage	0.63



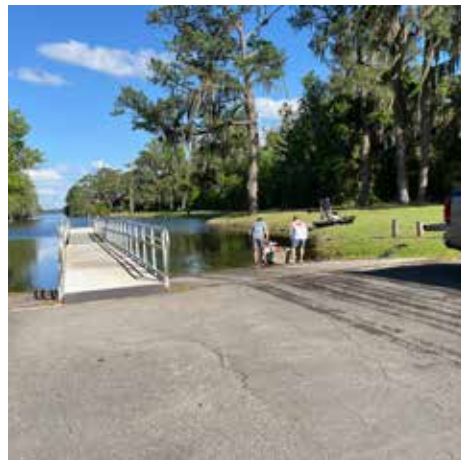
Source: Google Earth, 2021

## EARL P. POWERS PARK

Earl P. Powers Park is located off SE Hawthorne Road and provides access to Newnan's Lake. The park serves primarily as a boat ramp and natural resource access site, but has been developed to include recreation amenities including a restroom building, paved parking lot (accommodating both boat trailer and regular vehicles). The boat ramp access canal bifurcates the park east of the parking lot, with a well-maintained playground and pavilions to the north and a picnic area and sidewalk leading to an observation deck toward the south. The observation deck allows non-boaters to enjoy scenic views of Newnan's Lake and wildlife. There is a concentration of active fishers who utilize the banks of the canal and the observation deck. While there are many amenities, there is a lack of accessible circulation, particularly around the play area. With its access to natural resources and engaged user group, there are opportunities for environmental interpretation and experiential learning.



Location	5910 SE Hawthorne Rd. Gainesville, FL
Current Park Type	Special Use Resource
Acreage	12.47



## GROVE PARK

Grove Park is a rural park providing active recreation to residents of the Hawthorne area. The park includes a playground, picnic area, basketball court, and baseball field. The playground has been recently replaced and includes an ADA-accessible sidewalk as well as a permanent shade structure.



Location	SE 152nd St. Hawthorne, FL
Current Park Type	Neighborhood
Acreage	4.32



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)

# HIGH SPRINGS BOAT RAMP

The High Springs boat ramp provides access to the Santa Fe River. From this point, it is possible to reach River Rise Preserve State Park, where the Santa Fe River emerges from underground within a 3-mile paddle upriver, and Poe Springs Park within a 5-mile paddle downriver. This boat ramp lies along a 26-mile designated paddling trail, enabling nature enthusiasts to access several springs and natural attractions along the way.



Location	6300 SE 152nd St. Hawthorne, FL
Current Park Type	Neighborhood
Acreage	4.32



## HOLDEN POND PARK

Holden Pond Park offers boat ramp access into Holden Pond and Little Orange Lake on the outskirts of Hawthorne. The park includes a covered pavilion, picnic tables, shelter, and a parking lot (half paved asphalt and half stabilized grade). There is currently no ADA access. Because of its rural setting, this park does not have pedestrian access, and is likely to remain a drive-to destination.



Location	9725 Holden Park Rd. Hawthorne, FL
Current Park Type	Special Use Resource
Acreage	5.00



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)

# KANAPAHA BOTANICAL GARDENS

Kanapaha Botanical Gardens is a 63-acre site leased and managed by the North Florida Botanical Society. The gardens contain a variety of major collections, including Florida’s largest bamboo garden and the largest herb garden in the Southeast. An entry fee is usually required, however, there are a variety of events during which entry fees are waived.



Location	4800 SW 58th Dr. Gainesville, FL
Current Park Type	Special Use Resource
Acreeage	62.00



Photos courtesy of kanapaha.org



## KATE BARNES BOAT RAMP AT MAJORIE KINNAN RAWLINGS PARK

The Kate Barnes Boat Ramp at Majorie Kinnan Rawlings Park, located in Cross Creek, provides access to Orange Lake as well as the Marjorie Kinnan Rawlings Historic State Park next door. The park includes a boat ramp, play area, restrooms, large pavilion, and picnic areas under dense oak canopy. The asphalt parking lot serves both the park and the historic site. Due to this relationship, the park serves both Cross Creek residents and regional tourists. Overall, the park provides an appropriate variety of activities for its location. However, the restroom building needs attention and could be upgraded. ADA improvements are planned which would provide accessible paths throughout the park to the restrooms, play area, and entrance to the state park.



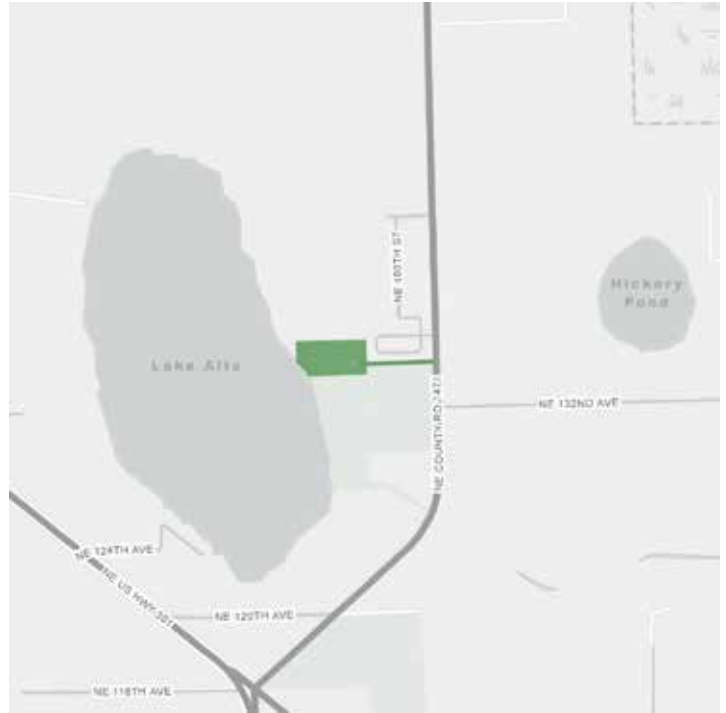
Location	18800 S CR 325 Cross Creek, FL
Current Park Type	Special Use Resource
Acreage	12.00





## LAKE ALTO PARK

Lake Alto Park, located in Waldo, provides access to Lake Alto, and features a boat launch, play area, and picnic area. The park serves as a trailhead for hiking within Lake Alto Preserve. The recently installed playground includes an integrated shade structure. A new floating dock was recently added, with other improvements planned including restrooms, gazebo upgrades, shoreline preservation observation areas, and ADA-compliant paths to all amenities. There is an opportunity to include interpretative signage throughout this park.



Location	17800 NE 134th Pl Waldo, FL
Current Park Type	Special Use Resource
Acreage	22.33



Photos courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo: Larry Korhnak

## LOCHLOOSA PARK

Lochloosa Park provides access to Lochloosa Lake in southeast Alachua County. The park includes restroom facilities, as well as a boat ramp and observation deck with great views from the shoreline. Park development is essentially maxed out, with a permeable parking lot taking up much of the site. Over time, the parking area has settled and become uneven. There are also signs of erosion along the shoreline that may need additional vegetation and stabilization. This park is popular with both boaters and fishers, as it provides access to Lochloosa Lake Fish Management Area within a small, narrow footprint.

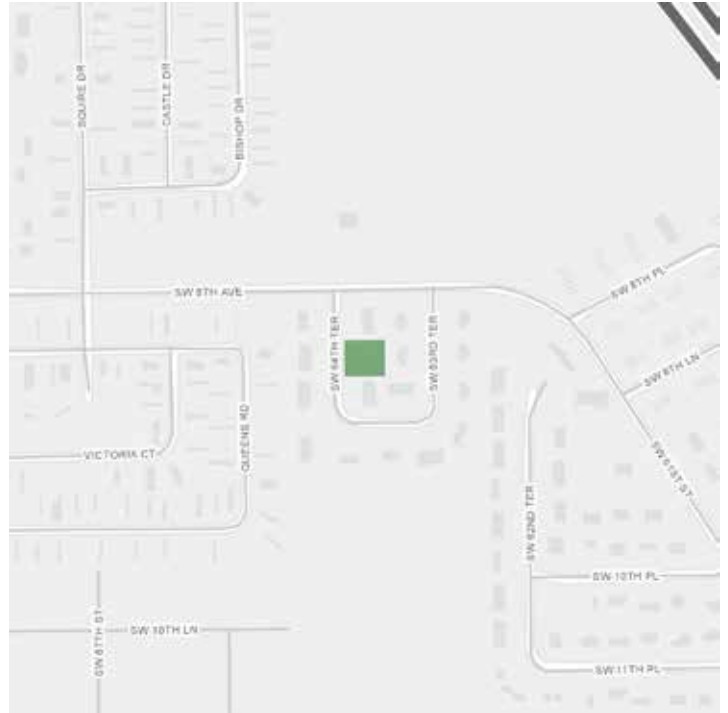


Location	16204 SE 207th Ln. Hawthorne, FL
Current Park Type	Special Use Resource
Acreage	1.24



## MARK S. HOPKINS PARK

Mark S. Hopkins Park is located just outside of Gainesville and is the first pocket park developed by Alachua County serving the residents of the Sugar Foot Oaks neighborhood. It is designed for easy pedestrian access and includes a playground, half basketball court, and picnic tables. The relatively new park has been embraced by the community, with neighborhood kids actively using the park. Adjacent to the park, various service centers operated by SWAG provide family services, health clinic, and early childhood education.



Location	817 SW 64th Terrace Gainesville, FL
Current Park Type	Neighborhood
Acreage	0.26



## MELROSE BOAT RAMP

Melrose Boat Ramp is a concrete boat ramp located in Melrose near the county line. It provides access to Melrose Bay and connects to Lake Santa Fe. The boat launch has limited parking. Launch is limited to boats with 12-hp motors or less, and is also a popular destination for kayakers.



Location	End of Trout St. Melrose, FL
Current Park Type	Special Use Resource
Acreage	0.25



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo courtesy of [floridapaddlenotes.com](http://floridapaddlenotes.com)

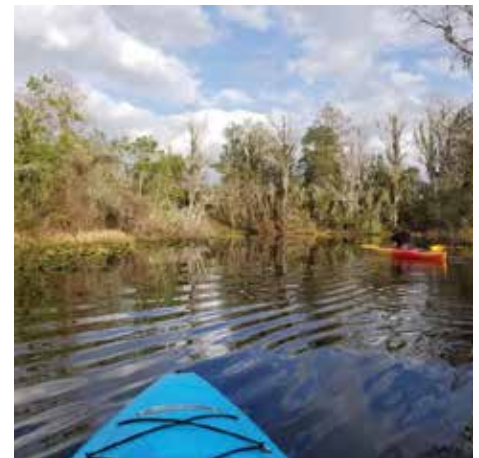
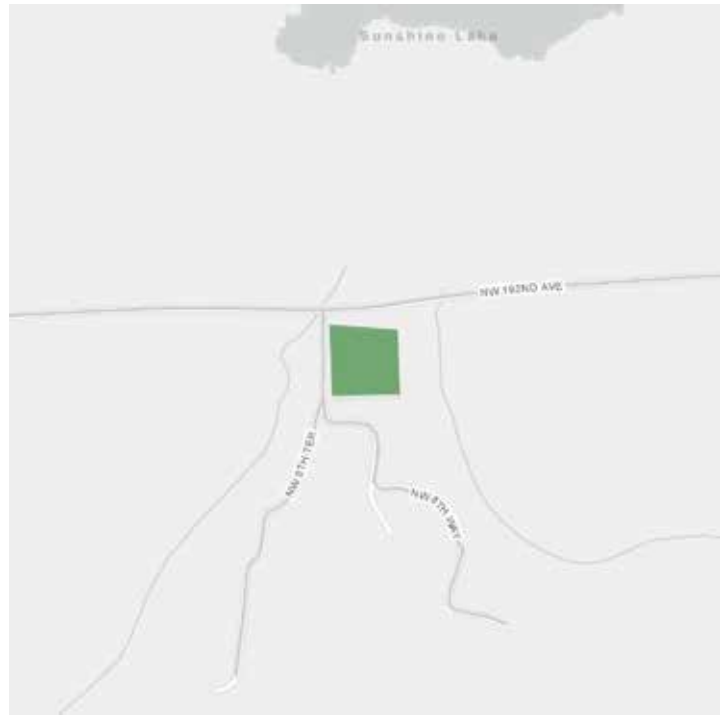


Photo courtesy of [paddling.com](http://paddling.com)

## MONTEOCHA PARK

Monteocha Park is located in north Alachua County and serves the rural community of Gordon. The park includes a baseball field, playground, a recently resurfaced basketball court, picnic areas and grills. Parking is on stabilized grade, and there is no sidewalk infrastructure.



Location	803 NW 192nd Ave. Gainesville, FL
Current Park Type	Neighborhood
Acreage	5.00



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)

## OWENS-ILLINOIS PARK

Owens-Illinois Park is a peaceful park off the eastern shore of Newnan’s Lake. A boat launch with dock provides canal access to Newnan’s Lake, and the asphalt road with parking provides access to the playground, restrooms, pavilions, and picnic areas under dense tree canopy. The park is set back from the lake and does not provide lake views; however, a wildlife observation area is planned.



Location	11309 SE 16th Ave. Windsor, FL
Current Park Type	Special Use Resource
Acreage	21.57



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo courtesy of [fun4gatorkids.com](http://fun4gatorkids.com)

## POE SPRINGS PARK

Poe Springs Park is a large, regional resource park providing access to scenic Poe Springs and the Santa Fe River. A paved drive leads to a variety of amenities including hiking trails, picnic areas, playground, sand volleyball court and multi-purpose field with backstop. Access to the spring is provided via a recently replaced boardwalk through cypress swamp. Spring amenities include a swimming area, pavilion, restrooms, and a recently added kayak dock. A boat ramp is located farther downstream. Two pavilions are available for rent, as well as a small lodge that includes a kitchen and restrooms. Poe Springs Park has a \$6 park entry fee and is subject to capacity closures. There is a multi-use trail facility leading from downtown High Springs along NW 182nd Avenue to Poe Springs Park.



Location	28800 NW 182nd Ave. High Springs, FL
Current Park Type	Regional Resource
Acreage	202.47

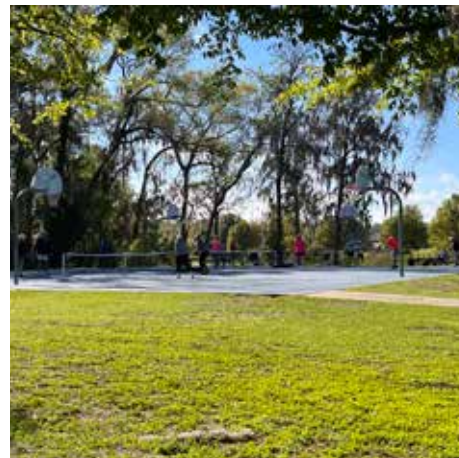


## ROTARY PARK AT JONESVILLE

Rotary Park at Jonesville is a large sportsplex providing soccer fields, ballfields, a tennis complex, basketball court (striped for pickleball), playground, and picnic tables. A 1-mile loop trail provides fitness opportunities throughout the park, and a disc golf course meanders through the back wooded section. The fields and courts are well maintained and the tennis courts were recently renovated. Shaded sidewalks provide pedestrian access along the perimeter of the park, and canopy trees have been added where feasible. Various sports organizations utilize the facilities including Gatorball Baseball Academy, Gainesville Soccer Alliance, Jonesville Tennis, and Gainesville Chain Hawks Disc Golf Club.



Location	14100 NW 32nd Ave. Gainesville, FL
Current Park Type	Special Use Resource
Acreage	87.00





## SANTA FE LAKE PARK

Santa Fe Lake Park is located just outside Melrose near the eastern edge of the County. The park provides access to Santa Fe Lake through a series of canals. The park can be divided into two sections: the family area located toward the entrance, and the boat ramp. The family area includes a recently installed, shaded playground with adjacent exercise equipment, picnic tables, and paved parking. However, there is no pedestrian connection between the family area and the boat ramp. The boat ramp area features restrooms, picnic tables, and boat launch. Boats too large for nearby Melrose Boat Ramp launch in this location instead. Pavilions are available for rent. Planned improvements for this park include a new restroom building.

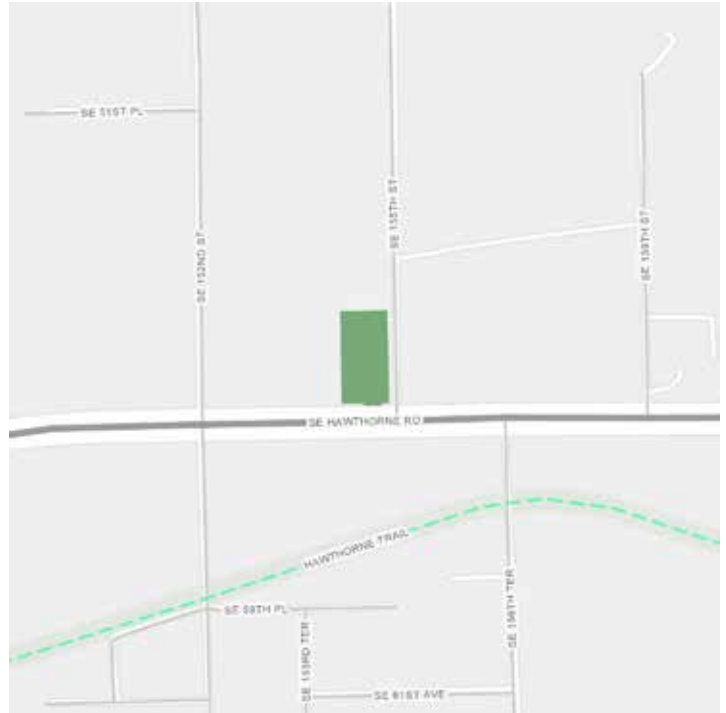


Location	24500 NE SR 26 Melrose, FL
Current Park Type	Special Use Resource
Acreage	24.98



# SCOTT-PHIFER HOUSE

The Scott-Phifer House is a historic site that was home to the only antebellum house on the east side of the county. Currently, the property is fenced and contains the foundation of the house and historic beams with inscribed Roman numerals. A historic marker was placed on the site in 2016. Foundation ruins may be observed from outside the fenced area.



Location	5600 SE 155th St. Hawthorne, FL
Current Park Type	Historic
Acreage	2.80



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



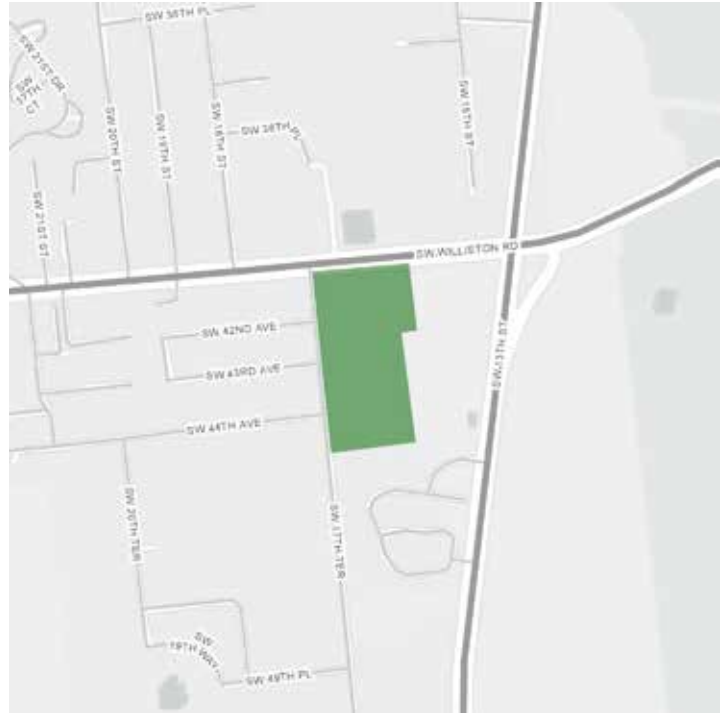
Photo courtesy of [hmdb.com](http://hmdb.com)



Photo courtesy of [hmdb.com](http://hmdb.com)

## SQUIRREL RIDGE PARK

Squirrel Ridge Park, located south of the City of Gainesville, offers the departments only designated dog park. Amenities include separately fenced areas for large and small dogs, dog pools, and wash station. A restroom facility is planned. The park shares a driveway with Meridian Behavioral Healthcare and includes a parking lot of both gravel and stabilized grade. Some of the gravel parking is uneven; therefore, it is recommended to pave a portion to provide greater accessibility. The park has recently been upgraded with a new inclusive playground and adjacent fitness equipment. Accessible paths are planned. Additionally, the park includes the Crime Victim Memorial Garden, with memorial benches and manicured gardens. The open field adjacent to Williston Road is used as a play field for rugby and soccer.



Location	1603 SW Williston Rd. Gainesville, FL
Current Park Type	Community
Acreage	17.24



## VETERANS MEMORIAL PARK

Veterans Memorial Park, located west of Gainesville, contains a wide variety of both active and passive amenities. A Veterans Memorial is prominently located in the median of the parking lot and a police memorial is located adjacent to the Freedom Community Center. The community center is available for rentals, and has an adjacent covered picnic area and restrooms. To the west of the parking lot are multiple soccer fields. A large playground, sand volleyball, and basketball court are located on the north side of the park. The playground is being replaced with a new inclusive playground. The existing baseball field is slated to be replaced with a splash pad and support facilities including a restroom area, primary driveway entry, and parking area. A shaded fitness trail with exercise equipment is popular among walkers. Just east of the parking lot is a full roller hockey rink complete with bleachers.

The eastern portion of the park, which operates under a use agreement with the City of Gainesville, is far more passive and includes picnic tables, informational signs, a pavilion, and a large stone monument. There is some potential to further activate this area.



Location	7400 SW 41st Pl. Gainesville, FL
Current Park Type	Community
Acreeage	44.95 including joint-use



## WATERMELON POND PARK

Watermelon Pond Park provides access to the 440-acre Watermelon Pond Preserve, a sandhill lake habitat providing opportunities for wildlife viewing and a multi-use trail system located south of Newberry. The park features a parking lot, picnic table, informational signage, and a boat ramp.



Location	10700 SW 250th St. Newberry, FL
Current Park Type	Special Use Resource
Acreage	12.00



Photo courtesy of [alachuacounty.us](http://alachuacounty.us)



Photo courtesy of [flickr.com](https://www.flickr.com/photos/1234567890/)



Photo courtesy of [hikingproject.com](https://www.hikingproject.com/)

# 2.2

**EXISTING SERVICE AREA**



A review of the existing Service Area standards provides insights not only into the performance of the system, but also the metrics being used to measure it. By analyzing the current Service Area standards, this Master Plan is able to provide recommendations that consider not only physical improvements within the system but also regulatory improvements, allowing the system to be responsive to future growth.

# Existing Service Area

## BACKGROUND

Recreation Element Policy 1.1.2 of Alachua County’s Comprehensive Plan provides a multifaceted set of standards for parks level of service (LOS). The population-based, county-wide park acreage standards are adopted as minimum maintenance LOS standards; calculations detailing service provision for current and projected populations are shown previously in this report (Section 2.1, p. 58).

Additional LOS standards are provided in Table 1 of the Recreation Element. These standards outline typical location, service distance, size, average population served, and area per 1,000 population for each park type.

**Abridged Table 1, Alachua County Comprehensive Plan – Recreation Element**

SITE TYPE	TYPICAL LOCATION	TYPICAL SIZE (ACRES)	AVERAGE POPULATION SERVED	AREA PER 1,000 POPULATION	TYPICAL FACILITIES/ CHARACTERISTICS
Neighborhood Park	Within .25 to .5 mile distance in neighborhood area	Minimum of 5 acres	5,000 maximum	2 acres	Play structures, recreation buildings, court games, hard courts, tennis courts, internal trails, shuffleboard, volleyball courts, picnic areas, open areas, landscaping
Community Park	Within .5 to 3 miles distance for urban areas and up to 6 miles for rural areas; usually serves two or more neighborhoods	Minimum of 20 acres	5,000 maximum	2 acres	Athletic fields, swimming pools, multi-purpose fields, recreation centers, picnic areas, open space areas
Multiple table entries have been excluded from the above abridged table. Tot Lots and Pocket Parks: none currently owned/maintained by Alachua County Parks Special Use Activity Parks and Special Use Resource Parks: County-wide service area does not require service area analysis.					

Through inclusion of this wide variety of metrics, these LOS standards intend to simultaneously address geographic distribution and park capacity. However, the project team has found that data appropriate for an accurate analysis utilizing all provided metrics is not reasonably and reliably available; therefore, the intended effect of these LOS standards is not able to be evaluated. Put into narrative format, the Neighborhood Parks service area standards provide an exemplary scenario to illustrate both the complicated nature of the current LOS standards, and the shortcomings of available data.



## NEIGHBORHOOD PARKS SERVICE AREA STANDARDS

**Service Area Minimum:** the greater of either a .25-mile distance in a neighborhood area, or the distance required to accumulate 2,500 people (the minimum neighborhood park size of 5 acres sets the minimum number of people served at 2,500 people).

**Service Area Maximum:** the greater of either a .5-mile distance in a neighborhood area, or the distance required to accumulate the maximum park population capacity of 1,000 people per 2 park acres, not to exceed 5,000 people.

Evaluation utilizing these metrics would require accurate population data within geographies as small as .25-mile, while best-available population data is typically associated with larger geographic units, such as U.S. Census blocks or Transportation Analysis Zones. In addition, geographic definitions of “neighborhood areas” would be required in order to determine the areas where neighborhood parks would need to be provided. “Neighborhood areas” are not defined in the Comprehensive Plan Recreation Element Definitions. In light of these analytical constraints, the project team performed a targeted existing service area analysis to focus on evaluating the geographic distribution of Alachua County’s parks.

## CURRENT LEVEL OF SERVICE

Using the Recreation Element’s existing park classifications and location criteria, the current Level of Service Analysis reveals a relatively limited geographic service area across the county. Virtually all of the service area is concentrated within the urban cluster or incorporated areas. These areas correspond with the highest population densities; however, this analysis suggests there is a significant share of County residents who are “unserved” by County parks. This current LOS analysis assumes the following, based on the criteria outlined in the Recreation Element:

### TOT LOTS

Tot Lots are typically 1 acre in size and serve residents within a 0.25-mile radius. There are no Tot Lots owned or maintained by the County; therefore, they do not appear within the existing LOS analysis.

### POCKET PARKS

Pocket Parks are typically no larger than 5 acres and serve residents within a 0.25-mile radius. Mark S. Hopkins Park (13) represents the only Pocket Park owned and maintained by the County.

### NEIGHBORHOOD PARKS

Neighborhood parks are at least 5 acres in size and serve residents within a 0.25- to 0.5-mile radius. Of the seven neighborhood parks owned and maintained by the County today, only two have service areas that are substantially located outside of an urban cluster or incorporated areas.

### COMMUNITY PARKS

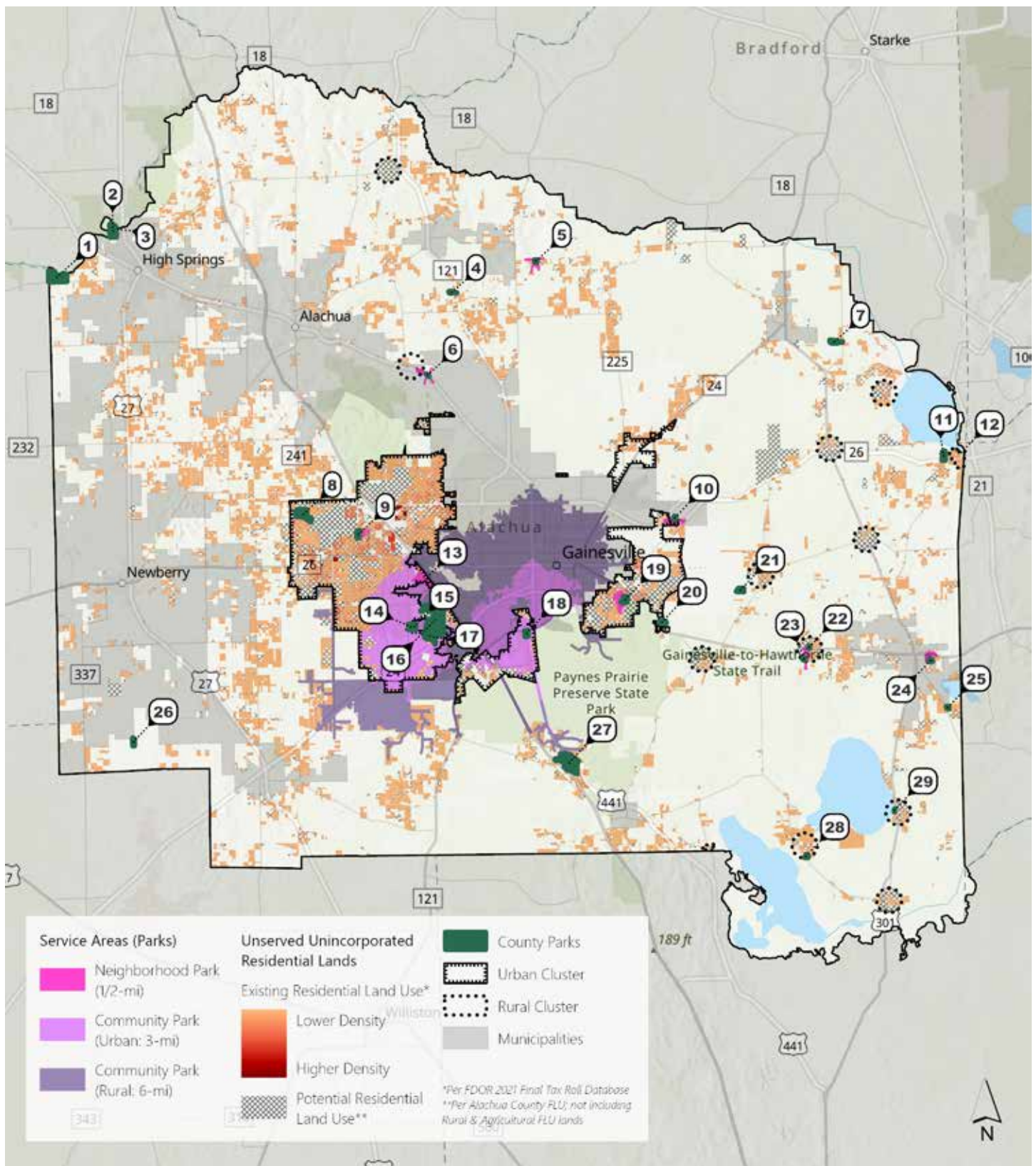
Community parks are at least 20 acres in size and serve residents within a 0.5- to 3-mile radius within an *urban* context, and up to a 6-mile radius within a *rural* context. Of the three community parks owned and maintained by the County today, zero have service areas that are substantially located outside of an urban cluster or incorporated areas.

### SPECIAL USE PARKS

Special Use Activity and Special Resource Parks have a “County-wide” service area; however, this analysis purposely excludes these park types from the LOS results shown on the map figure because it does not add clarity about what the existing LOS is.


Park ID	Park Name	Classification	Service Area (mi.)
1	Poe Springs	RR	-
2	McCall (Undeveloped)	NA	-
3	High Springs Boat Ramp	SR	-
4	Cellon Oak	NA	-
5	Monteocha	N	0.5
6	DeSoto Park	N	0.5
7	Lake Alto	SR	-
8	Rotary Park at Jonesville	SR	-
9	Jane B Walker Park (Undeveloped)	N	0.5
10	Copeland	N	0.5
11	Santa Fe Lake	SR	-
12	Melrose Boat Ramp	SR	-
13	Mark S. Hopkins Park	P	0.5
14	Veterans Memorial Park (2 Lighted Soccer Fields)	C	3.0
15	Veterans Memorial Park (Gainesville Use Agreement)	C	6.0
16	Kanapaha Lake (Undeveloped)	NA	-
17	Kanapaha Botanical Gardens	SR	-
18	Squirrel Ridge (Dog Park)	C	3.0
19	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	N	0.5
20	Earl P. Powers	SR	-
21	Owens-Illinois	SR	-
22	Scott-Phifer House	H	-
23	Grove	N	0.5
24	Hawthorne Dog Park (Undeveloped)	N	0.5
25	Holden Pond	SR	-
26	Watermelon Pond	SR	-
27	Cuscowilla Nature and Retreat Center	SR	-
28	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	SR	-
29	Lochloosa	SR	-
N = Neighborhood		C = Community	H = Historic
SR = Special Use Resource		NA = Nature	P = Pocket
		RR = Regional Resource	

Map of Alachua County Parks Existing Level of Service



# 2.3

**PUBLIC INPUT**



Public engagement is a critical component in gauging the community's needs and desires to guide the production of the Master Plan. Input through community surveys, public workshops, and focus groups all serve to shape the vision of the Master Plan. Utilizing these methods can help the project team gain intimate knowledge of the parks & open space system through the experience of park users, and help identify the strengths and weaknesses of the existing system. By matching the existing conditions of the park system with the needs and desires expressed through public engagement, it is possible to form a vision that responds directly to the specific needs of the Alachua County community.

# Survey Summary

The purpose of this study was to gather community feedback on the Alachua County parks, recreation, facilities, amenities, future planning, communication, and more. This survey research effort and subsequent analysis were designed to assist Alachua County in developing a plan to reflect the community's needs and desires.

To help understand Alachua County residents' current usage, satisfaction, and priorities for parks and recreation facilities and programs, a statistically-valid survey was developed for distribution across the county. Residents living within Alachua County limits were considered the population for this study. In total, 4,000 surveys were randomly sent to selected households across the area. Residents were mailed a paper survey that included a postage-paid envelope with the option to also take the survey online through a password-protected website. Reminder postcards were sent to 3,000 households to boost response. Additionally, an "open link" survey was distributed via social media and promoted through other efforts by the County approximately two weeks after the statistically-valid survey.

A total of 303 statistically-valid surveys were completed (representing a +/- 5.6% margin of error). Furthermore, 2,337 open surveys were collected from residents who did not participate in the statistically-valid survey. Results were used to aid the decision-making process on current opportunities and to plan for future needs among residents.

The underlying data from the survey was weighted by Commission District to ensure equal representation of the population across Alachua County in the statistically-valid survey sample. Using U.S. Census data, the district distributions in the total sample were adjusted to more closely match the actual population of Alachua County's five Commission Districts.

## KEY FINDINGS

### LEVEL OF SATISFACTION

Overall satisfaction with the quality of parks, facilities, and programs provided by Alachua County is generally positive: 43% of Invite respondents rated 4 on a scale of 1-5, with 5 being “very satisfied”. Invite respondents are slightly more satisfied, rating an average 3.8 vs. 3.5 out of 5.

### PARK USERS

Nature-based parks and amenities are of high use and importance to the Invite sample. A total of 22% Invite respondents use trails and pathways at least once a week, and 14% said they use County parks at least once a week. Nature walking/jogging trails were also rated as the highest use, with 81% of Invite respondents saying they use them when visiting the Alachua County Parks & Open Space facilities.

### PROXIMITY & ACCESSIBILITY

Respondents live in close proximity to the parks they visit most often. Nearly half (47%) of both samples live 1-4 miles away. The majority (89%) of the Invite respondents use a motor vehicle to get to parks; however, there is also a strong presence of walkers/runners (34%) and bicyclists (27%). Responses were similar for Open link respondents. Respondents would generally prefer to walk no more than 15 minutes to different park types.

### ACTIVITIES & AMENITIES

Walking, jogging, and running are the most frequent activities for the Invite sample (70%). Open link respondents are split between walking, jogging, and running, with playgrounds/play areas being the most used activities or amenities. Trails and pathways are the most frequently used facility, followed by County parks for both samples. Open link respondents report using the facilities and services more frequently.

### IMPORTANCE

Invite respondents place high importance on walkways and trails and County parks & open space; these averaged 4.4 and 4.2, respectively, on a scale of 1-5, with 5 being “very important”. Gymnasiums for indoor sports and events and indoor recreation centers are of the lowest importance.

### NEEDS MET

On a scale of 1-5, in which 5 is “completely meeting the needs,” almost all categories for the Invite sample are meeting the needs of the community sufficiently, with a rating of 3.0 or above, except for indoor aquatics (2.8). Open link respondents rated the categories lower than Invite respondents for “meeting the needs of the community”, and agree that indoor aquatics should be an area of attention.

### INCREASE USE

The top area that, if addressed, would increase use by the Invite sample is “closer facilities to where I live or work” and for the Open link sample is additional facilities and amenities. The top 5 most important areas are the same across sample types, suggesting similar needs across the community.

### COMMUNICATION

There is some room for improvement for the County to increase the effectiveness of communication about parks and recreation opportunities. The average rating given by Invite respondents was 2.5 on a scale of 1-5, with 5 being “very effective”, while the Open link averaged 2.2. Currently, the most common way residents receive information from Alachua County Parks & Open Space is through word of mouth; however, the two most preferred methods of communication by both respondent samples is email, followed by social media. Invite respondents are more likely to use the Alachua County website, local media, and the activity guide/brochure.

### FUTURE NEEDS

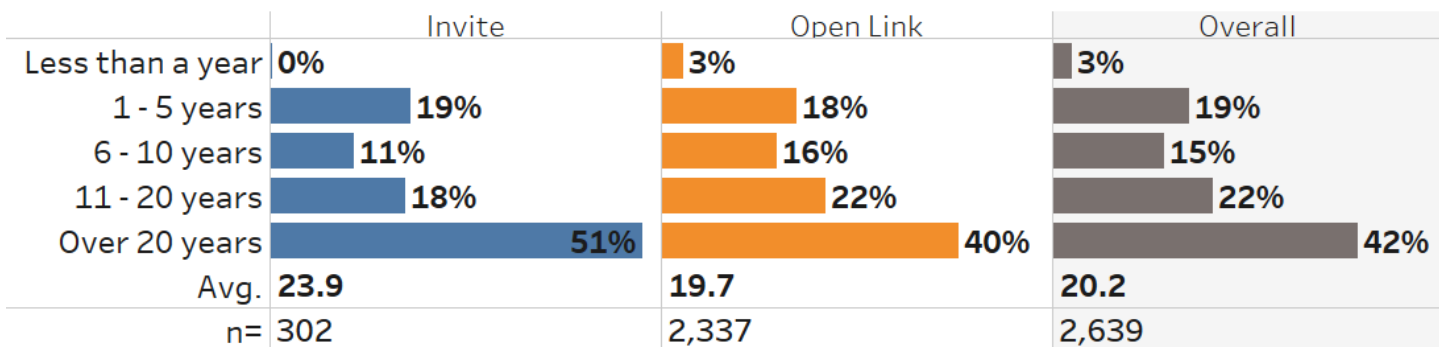
Additional trails, adding more parks, and making improvements to and/or renovating existing parks or facilities are the most important future needs, according to both respondent samples. There is also a need for programs for residents of all ages, including kids, teens, and seniors.

## SATISFACTION WITH PARKS, FACILITIES & PROGRAMS

### LENGTH OF TIME IN ALACHUA COUNTY

Respondents have a long tenure living in Alachua County; more than half of Invite respondents report that they resided in the County for over 20 years, with the average length of time being nearly 24 years.

#### Q 1: How long have you lived in Alachua County? (If less than 1 year, enter 0)

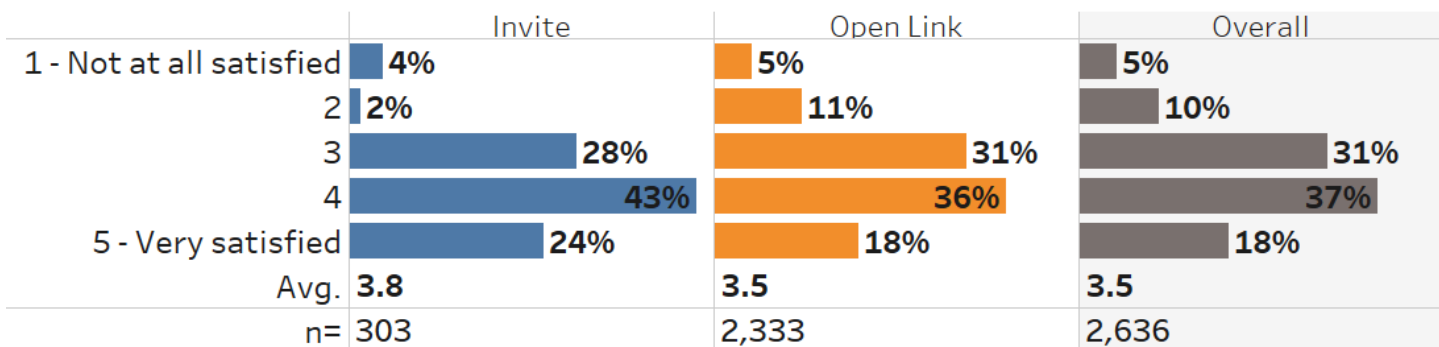


Source: RRC Associates

### SATISFACTION WITH PARKS AND RECREATION FACILITIES

Overall satisfaction with the quality of Alachua County parks, facilities, and programs is generally positive: 43% of Invite respondents rate their satisfaction as 4 on a scale of 1-5, with 5 being “very satisfied”. Invite respondents are slightly more satisfied than Open Link respondents, with an average 3.8 vs. 3.5 out of 5.

#### Q 3: Overall, how satisfied have you been with the quality of parks, facilities, and programs provided by Alachua County Parks and Open Space?



Source: RRC Associates



## CURRENT USAGE

### PARKS VISITED MOST OFTEN

#### Open-Ended Comments

A total of 2,228 comments were collected for the question, “What is the name of one park in Alachua County you and your household visit most often?”. The top 5 parks are Depot Park, Jonesville Park (these two mentioned much more than others), Veterans Memorial Park, Possum Creek Park, and Westside Park. Only Jonesville Park and Veterans Memorial Park are Alachua County owned and managed parks. The others are City of Gainesville parks.



A large portion of respondents live in close proximity to the parks they visit most often. Nearly half (47%) of both samples live 1-4 miles away.

**Q 5: Using the park you or your household most visit, how far do you travel to get there (one way)?**

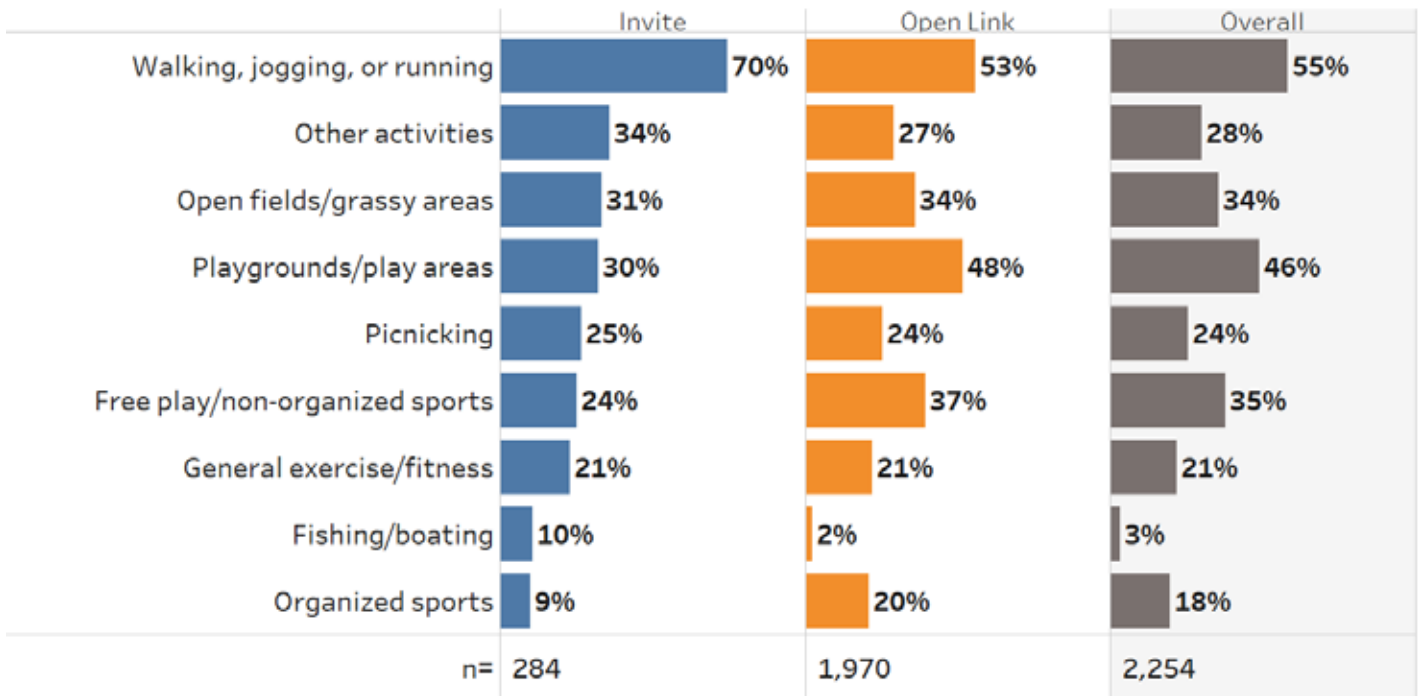
	Invite	Open Link	Overall
1-4 miles	47%	47%	47%
5-9 miles	29%	32%	32%
10-19 miles	11%	15%	15%
20 miles or more	8%	3%	4%
Don't know	4%	2%	2%
n=	288	1,984	2,272

Source: RRC Associates

## USES AT MOST FREQUENTED PARK

Walking, jogging, and running are the most frequent activities for Invite respondents (70%). Open link respondents are split between walking, jogging or running, and playgrounds/play areas as the most used activities or amenities. Invite respondents participate in organized sports infrequently, whereas Open link respondents rarely fish/boat.

**Q 6: And, what activities or amenities does your household use that park for most often? (Check all that apply)**



Source: RRC Associates

## FREQUENCY OF USE

Trails and pathways are the most frequently used facility for both samples, followed by County parks. Open link respondents report frequently using a greater variety of facilities and services, with larger shares responding that they use several facilities or services at least once a week.

### Q 7: How frequently have you and/or a member of your household used or participated in any of the following facilities or services?

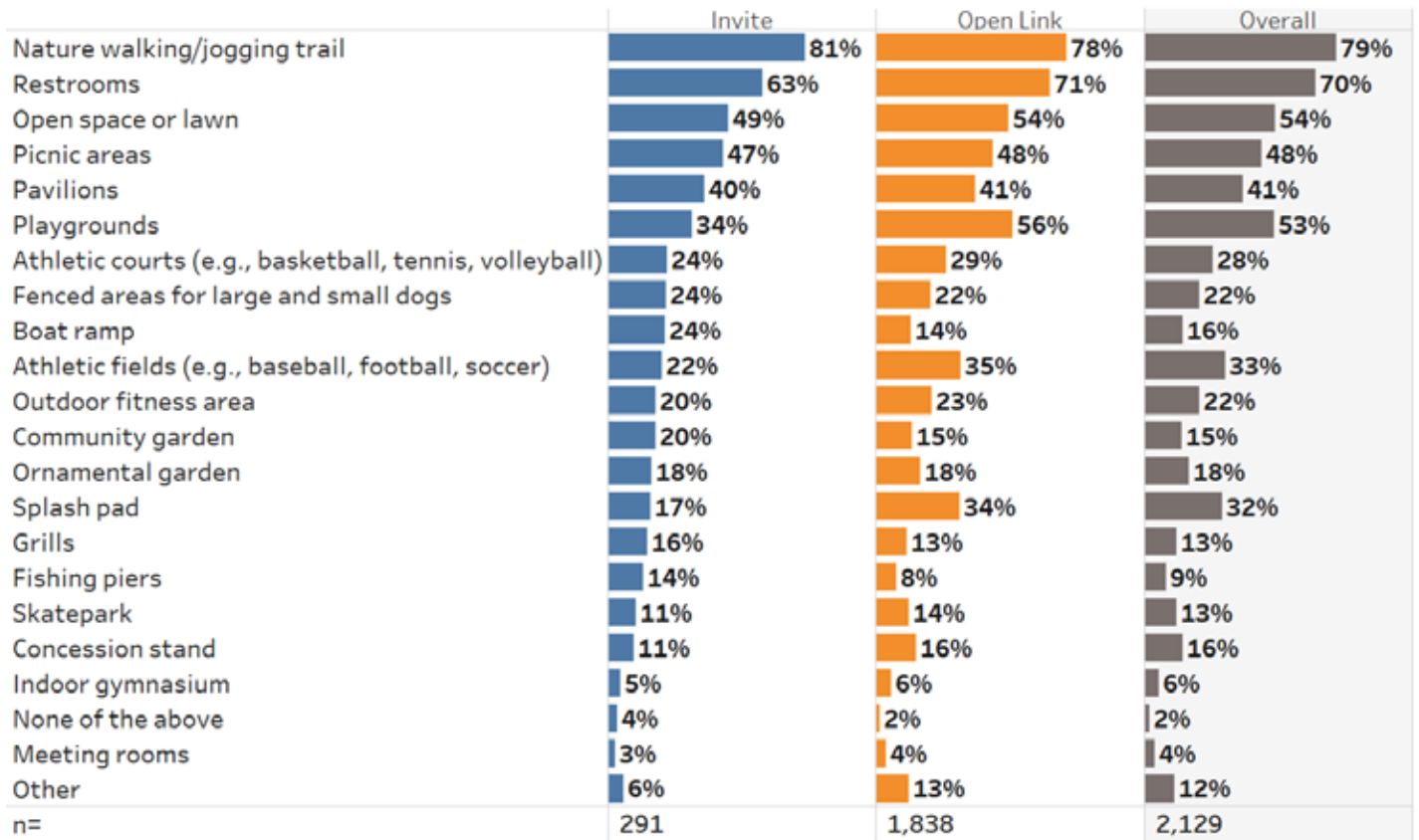
			Percent Responding:				
			At least once a week	A few times a month	At least once a month	A few times a year	Have not visited
Trails and pathways	Invite	273	22%	18%	20%	29%	12%
	Open Link	1,952	24%	24%	18%	27%	7%
County parks	Invite	257	14%	17%	20%	36%	12%
	Open Link	1,945	24%	21%	19%	29%	8%
Adult Recreation & Sports Programs	Invite	260	10%	7%	3%	13%	67%
	Open Link	1,928	22%	11%	5%	12%	51%
Youth Recreation & Sports Programs	Invite	251	6%	3%	2%	11%	77%
	Open Link	1,931	22%	6%	3%	11%	58%
Sports Complex	Invite	242	6%	3%	4%	21%	67%
	Open Link	1,906	17%	6%	5%	22%	50%
Recreation Complex	Invite	245	5%	7%	6%	25%	57%
	Open Link	1,909	13%	8%	7%	31%	40%
Boat ramps	Invite	254	3%	3%	4%	24%	66%
	Open Link	1,912	2%	3%	4%	20%	71%
Special events	Invite	256	1%	3%	7%	49%	41%
	Open Link	1,930	4%	6%	8%	49%	33%
(Optional) Other - specify in follow-up questi..	Invite	96	15%	6%	7%	5%	67%
	Open Link	1,440	20%	8%	3%	8%	61%

\*Ratings categories are sorted in descending order by the frequency of use  
Source: RRC Associates

## USE OF AMENITIES AT FACILITIES

Invite respondents use nature walking/jogging trails, restrooms, open space, or lawn and picnic areas most frequently. Open link respondents use nature walking/jogging trails, restrooms, playgrounds, and open space or lawn most frequently. They also use athletic fields and splashpads more often than Invite respondents.

**Q 8: Which of the following amenities does your household use when visiting the Alachua County Parks and Open Space facilities? (Check all that apply)**

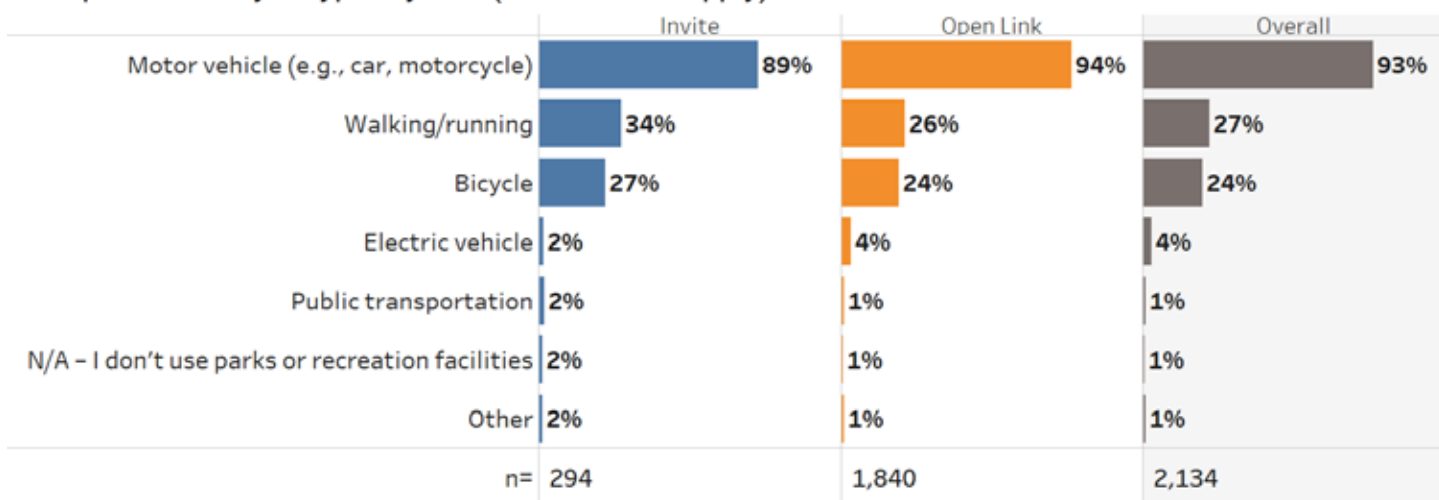


Source: RRC Associates

## TRANSPORTATION TO PARKS OR RECREATION FACILITIES

The majority of respondents use a motor vehicle to travel to parks and/or recreation facilities, followed by walking/running and bicycling.

**Q 9: When you and/or your household visit parks and/or recreation facilities, which mode(s) of transportation do you typically use? (Check all that apply)**

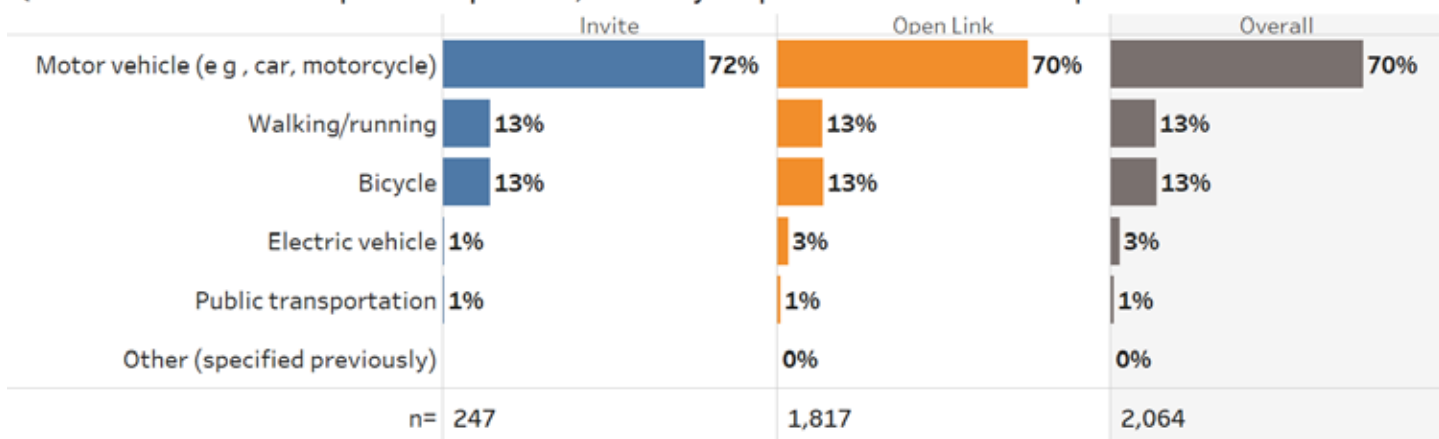


Source: RRC Associates

## PREFERRED MODE OF TRANSPORTATION

The preferred mode of transportation is also motor vehicle. Preference is split between walking/running and bicycling, with 13% selected for each.

**Q 10: From the list in the previous question, what is your preferred mode of transportation?**



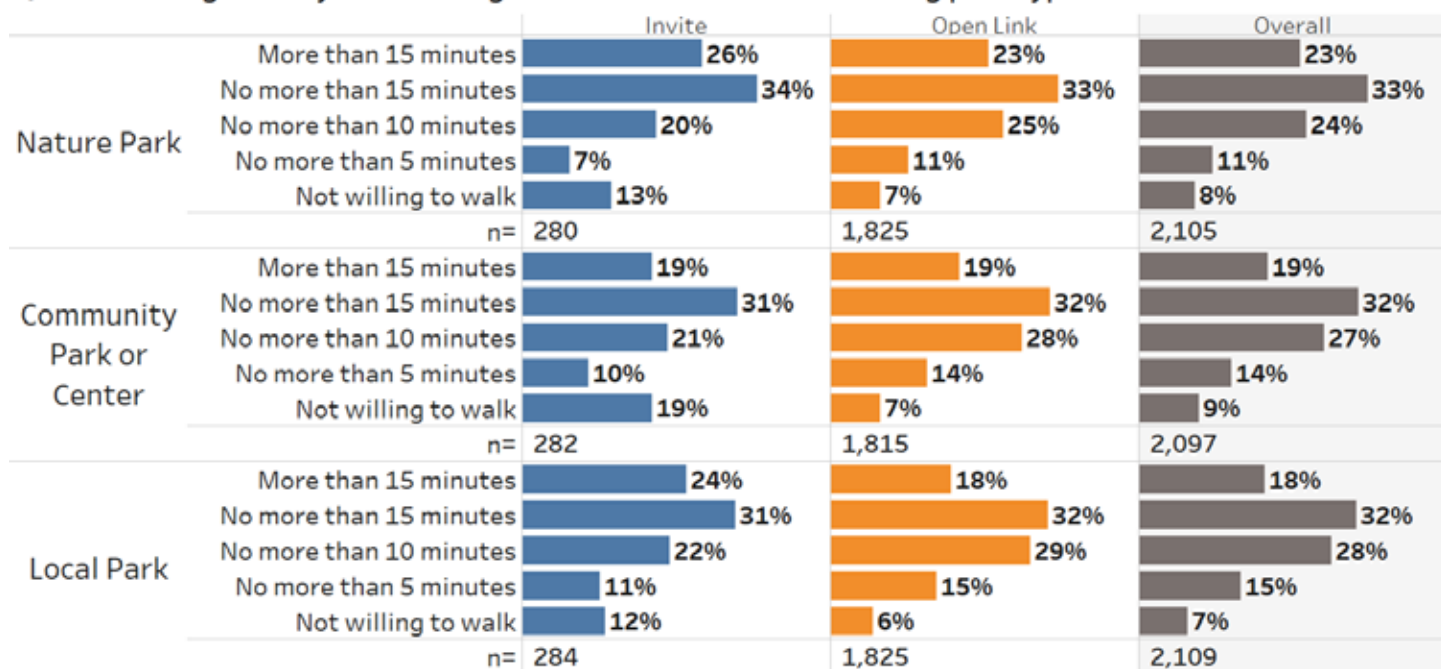
Source: RRC Associates



## WILLINGNESS TO WALK TO DIFFERENT PARK TYPES

Most respondents prefer to walk no more than 15 minutes to each of the park types.

### Q 12: How long would you be willing to walk to each of the following park types?



Source: RRC Associates

# CURRENT CONDITIONS

## FACILITIES AND SERVICES - IMPORTANCE

### By Invite Sample

On a scale of 1-5, with 5 being “very important,” Invite respondents place high importance on walkways and trails and County parks & open space, averaging 4.4 and 4.2, respectively. Gymnasiums for indoor sports and events and an indoor recreation center are of the lowest importance.

### Q 13: How important are the following facilities and services to your household?

#### Invite

Rating Category	Av.. n=	Percent Responding:					
		1 & 2	3	4 & 5			
Walkways and trails	4.4 275	8%	5%	17%	69%	87%	
County parks and open spaces	4.2 275	11%	9%	19%	61%	80%	
Amenities at County Parks (e.g., picnic areas, playgrounds)	3.7 275	20%	17%	24%	39%	63%	
Special events (e.g., festivals, outdoor concerts, 5k races)	3.5 278	22%	23%	27%	28%	55%	
Outdoor Recreation Facilities (tracks, exercise circuits, etc.)	3.4 278	28%	20%	23%	29%	52%	
Venues to rent for family/friends gatherings or events (e.g., large pavilions, lawn areas)	3.1 274	23%	33%	24%	25%	18%	43%
Outdoor Aquatics (pools, splash pads, etc.)	3.0 277	27%	39%	14%	24%	23%	47%
Community centers	3.0 271	23%	35%	26%	19%	20%	39%
Dog parks	3.0 275	29%	39%	19%	19%	24%	42%
Youth recreation and sports programs	2.9 277	33%	44%	17%	26%	39%	
Athletic courts (e.g., basketball, tennis, volleyball)	2.9 275	29%	43%	18%	17%	22%	38%
After-school and summer camp programs for children	2.8 277	36%	48%	16%	28%	36%	
Athletic fields (e.g., baseball, football, soccer)	2.8 276	31%	17%	48%	18%	22%	34%
Adult recreation and sports programs	2.7 275	32%	17%	49%	21%	18%	30%
Indoor Aquatics (lap pools, open swim, splash pads, etc.)	2.6 278	32%	18%	49%	19%	31%	
Gymnasiums for indoor sports and events	2.5 274	33%	20%	53%	22%	25%	
Indoor Recreation Center	2.5 275	36%	19%	55%	21%	24%	
(Optional) Other	3.2 73	38%	13%	46%	49%		

\*Ratings categories are sorted in descending order by the average rating  
Source: RRC Associates



## FACILITIES AND SERVICES - NEEDS MET

### By Invite Sample

On a scale of 1-5, where 5 is “completely meeting the needs,” for the Invite respondents, almost all categories meet the needs of the community sufficiently, with a rating of 3.0 or above, except for indoor aquatics (2.8).

#### Q 13: How well are the following facilities and services meeting the needs of the community?

Invite

Rating Category	Av..	n=	Percent Responding:					
			1 & 2	3	4 & 5			
Walkways and trails	3.9	214	11%	21%	33%	55%	69%	
City parks and open spaces	3.8	204	8%	28%	30%	34%	64%	
Amenities at City Parks (e.g., picnic areas, playgrounds)	3.8	190	12%	25%	31%	32%	64%	
Athletic fields (e.g., baseball, football, soccer)	3.7	172	13%	24%	31%	31%	62%	
Athletic courts (e.g., basketball, tennis, volleyball)	3.7	174	14%	25%	30%	31%	61%	
Youth recreation and sports programs	3.6	134	22%	20%	29%	30%	58%	
Outdoor Recreation Facilities (tracks, exercise circuits, etc.)	3.6	179	18%	25%	25%	32%	57%	
Special events (e.g., festivals, outdoor concerts, 5k races)	3.5	171	15%	22%	24%	29%	53%	
Dog parks	3.5	174	20%	31%	28%	21%	49%	
Venues to rent for family/friends gatherings or events (e.g., large pavilions, lawn areas)	3.4	144	25%	30%	25%	20%	45%	
After-school and summer camp programs for children	3.4	124	20%	28%	30%	19%	49%	
Community centers	3.4	156	17%	23%	31%	25%	21%	46%
Outdoor Aquatics (pools, splash pads, etc.)	3.3	162	18%	29%	19%	33%	51%	
Adult recreation and sports programs	3.2	142	19%	29%	30%	19%	22%	41%
Indoor Recreation Center	3.2	136	16%	31%	27%	24%	10%	42%
Gymnasiums for indoor sports and events	3.0	128	18%	20%	36%	22%	15%	38%
Indoor Aquatics (lap pools, open swim, splash pads, etc.)	2.8	139	17%	28%	44%	20%	21%	35%

\*Ratings categories are sorted in descending order by the average rating  
Source: RRC Associates

## FACILITIES AND SERVICES - IMPORTANCE

### By Open Link Sample

Walkways and trails, County parks & open space, amenities at County parks, outdoor recreation facilities, special events, and outdoor aquatics represent the top important categories for Open link respondents, with a rating of 3.5 and above. Open link respondents also agree gymnasiums for indoor sports and events are of lesser importance.

#### Q 13: How important are the following facilities and services to your household?

##### Open Link

Rating Category	Av.. n=	Percent Responding:					
		1 & 2	3	4 & 5			
Walkways and trails	4.5 1,707	5%	8%	17%	70%	87%	
County parks and open spaces	4.5 1,705	4%	10%	69%	86%		
Amenities at County Parks (e.g., picnic areas, playgrounds)	4.3 1,693	8%	13%	23%	57%	80%	
Outdoor Recreation Facilities (tracks, exercise circuits, etc.)	3.8 1,703	17%	19%	24%	40%	64%	
Special events (e.g., festivals, outdoor concerts, 5k races)	3.7 1,697	17%	23%	25%	36%	61%	
Outdoor Aquatics (pools, splash pads, etc.)	3.6 1,687	25%	17%	19%	39%	58%	
Youth recreation and sports programs	3.3 1,692	22%	32%	15%	37%	52%	
Athletic fields (e.g., baseball, football, soccer)	3.2 1,683	19%	34%	19%	31%	47%	
Athletic courts (e.g., basketball, tennis, volleyball)	3.2 1,688	18%	32%	23%	18%	26%	45%
After-school and summer camp programs for children	3.1 1,691	28%	39%	17%	29%	44%	
Indoor Aquatics (lap pools, open swim, splash pads, etc.)	3.1 1,699	22%	38%	21%	26%	41%	
Venues to rent for family/friends gatherings or events (e.g., large pavilions, lawn areas)	3.1 1,686	32%	27%	20%	21%	41%	
Community centers	3.1 1,693	17%	30%	32%	19%	18%	38%
Adult recreation and sports programs	2.9 1,695	22%	18%	40%	24%	20%	36%
Dog parks	2.8 1,691	29%	43%	21%	20%	36%	
Indoor Recreation Center	2.8 1,693	26%	19%	45%	24%	18%	31%
Gymnasiums for indoor sports and events	2.7 1,686	26%	20%	46%	25%	29%	
(Optional) Other	3.3 1,036	33%	35%	17%	45%	49%	

\*Ratings categories are sorted in descending order by the average rating  
Source: RRC Associates

## FACILITIES AND SERVICES - NEEDS MET

### By Open Link Sample

Open link respondents scored the categories lower than Invite respondents for “meeting the needs of the community”. They also agree that indoor aquatics has room for improvement.

#### Q 13: How well are the following facilities and services meeting the needs of the community?

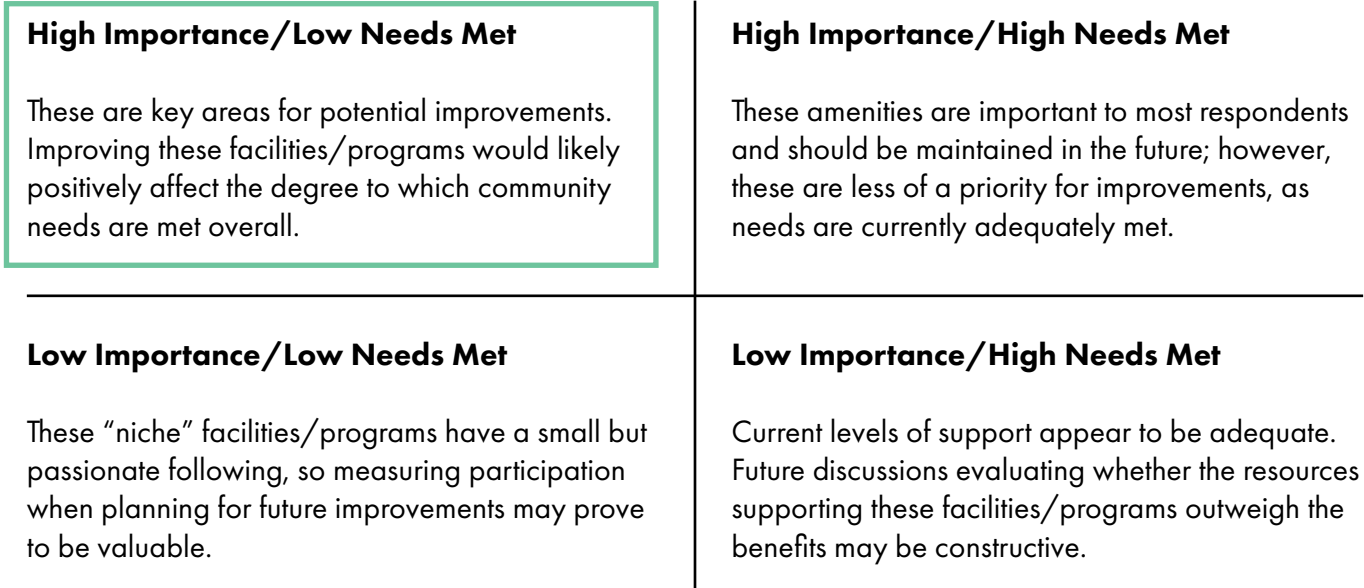
Rating Category	Av..	n=	Percent Responding:					
			1 & 2		3	4 & 5		
Walkways and trails	3.9	214	11%		21%	33%	35%	69%
City parks and open spaces	3.8	204	8%		28%	30%	34%	64%
Amenities at City Parks (e.g., picnic areas, playgrounds)	3.8	190	12%		25%	31%	32%	64%
Athletic fields (e.g., baseball, football, soccer)	3.7	172	13%		24%	31%	31%	62%
Athletic courts (e.g., basketball, tennis, volleyball)	3.7	174	14%		25%	30%	31%	61%
Youth recreation and sports programs	3.6	134	22%		20%	29%	30%	58%
Outdoor Recreation Facilities (tracks, exercise circuits, etc.)	3.6	179	18%		25%	25%	32%	57%
Special events (e.g., festivals, outdoor concerts, 5k races)	3.5	171	15%	22%	24%	24%	29%	53%
Dog parks	3.5	174	20%		31%	28%	21%	49%
Venues to rent for family/friends gatherings or events (e.g., large pavilions, lawn areas)	3.4	144	25%		30%	25%	20%	45%
After-school and summer camp programs for children	3.4	124	20%	28%	23%	30%	19%	49%
Community centers	3.4	156	17%	23%	31%	25%	21%	46%
Outdoor Aquatics (pools, splash pads, etc.)	3.3	162	18%	29%	19%	19%	33%	51%
Adult recreation and sports programs	3.2	142	19%	29%	30%	19%	22%	41%
Indoor Recreation Center	3.2	136	16%	31%	27%	24%	10%	42%
Gymnasiums for indoor sports and events	3.0	128	18%	20%	36%	22%	15%	38%
Indoor Aquatics (lap pools, open swim, splash pads, etc.)	2.8	139	17%	28%	44%	20%	21%	35%

\*Ratings categories are sorted in descending order by the average rating  
Source: RRC Associates

## AVERAGE IMPORTANCE - PERFORMANCE MATRIX

The average importance-performance matrix provides comparison between the importance of select facilities and programs and how well respondents feel the County is meeting the needs of the community in those same areas.

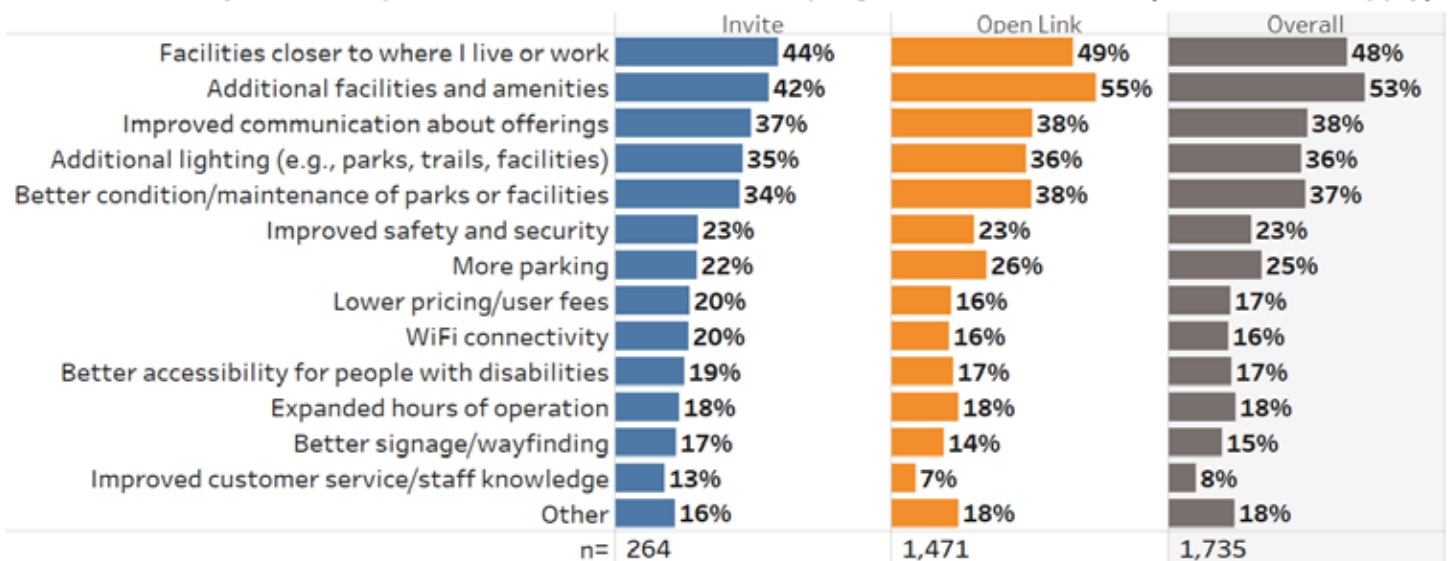
This following diagram provides an overview of how to interpret these matrices.



## INCREASING THE USE OF PARKS & OPEN SPACE FACILITIES, PROGRAMS, AND SERVICES

The top area that, if addressed, would increase use by Invite respondents is “closer facilities to where I live or work”; for Open link respondents, it is “additional facilities and amenities”. Improved communications about offerings, additional lighting, and better condition/maintenance of parks or facilities are other key areas. The top 5 most important areas are the same across sample types, indicating similar needs across the community.

**Q 14: What are the most important areas, that if addressed by Alachua County Parks and Open Space, would increase your use of parks and recreation facilities, programs, and services? (Check all that apply)**

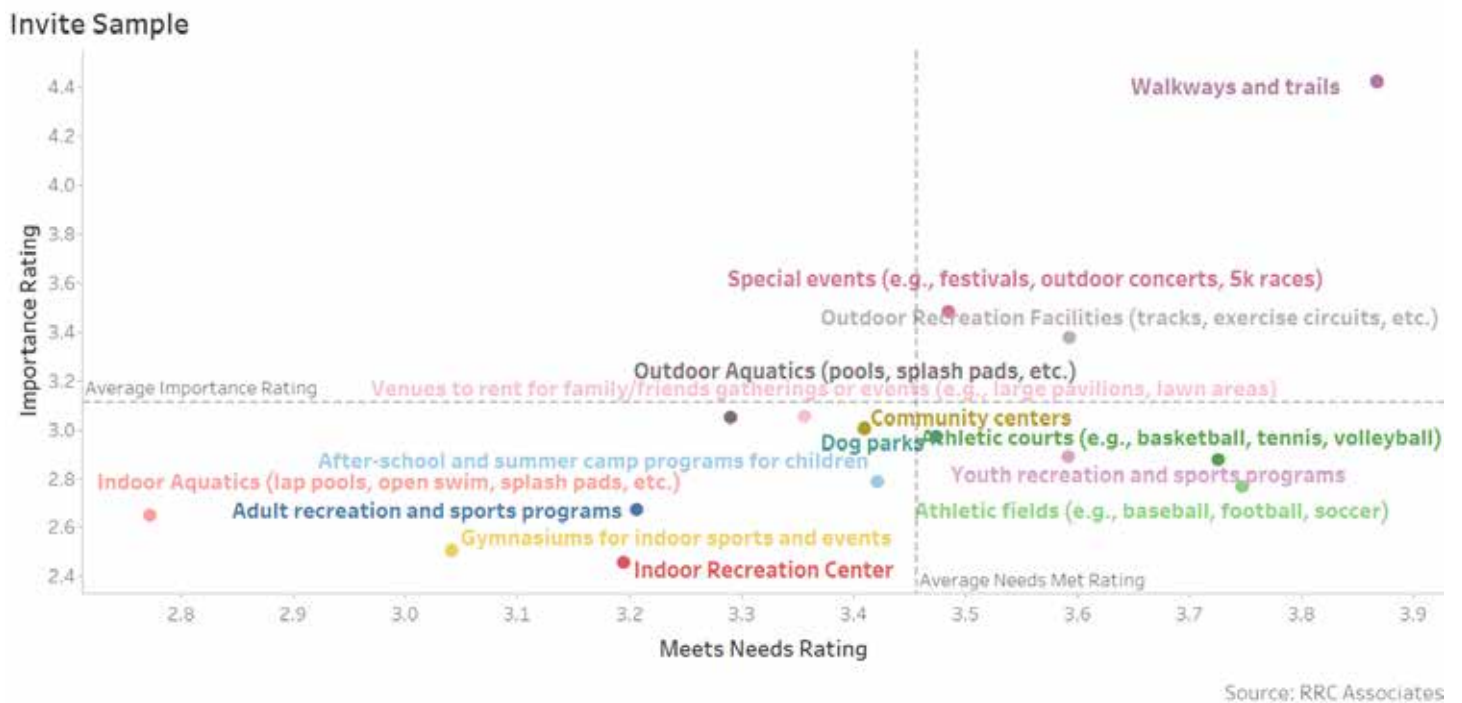


Source: RRC Associates

## FACILITIES AND AMENITIES

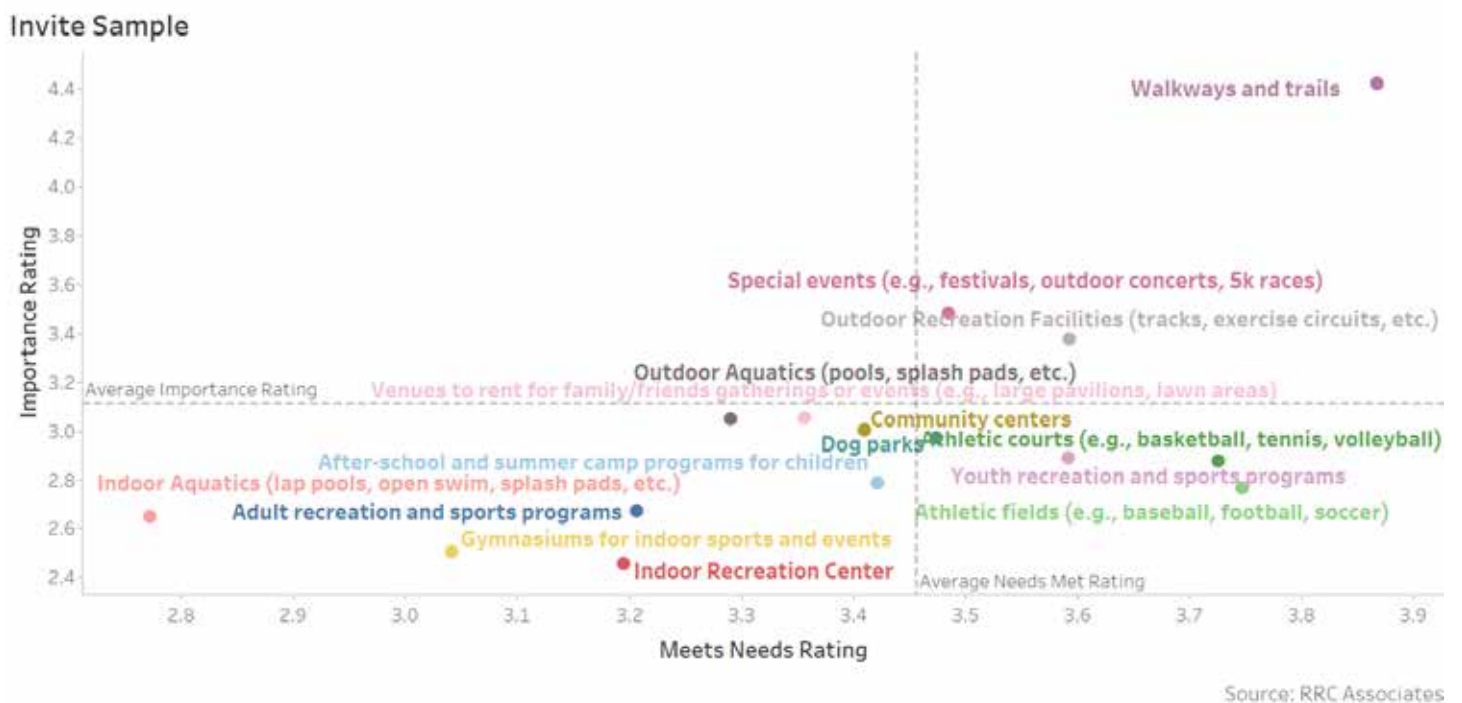
### By Invite Sample Average

There are no facilities or amenities in the high importance/low needs met category, which is a good sign that the County is doing well. Invite respondents are particularly happy with walkways and trails, and rated them with high importance.



### By Open Link Sample Average

Open link respondents prove to be more variable across the average, with walkways and trails scoring high in both categories. Outdoor aquatics is the only amenity in the high importance/low needs met category.

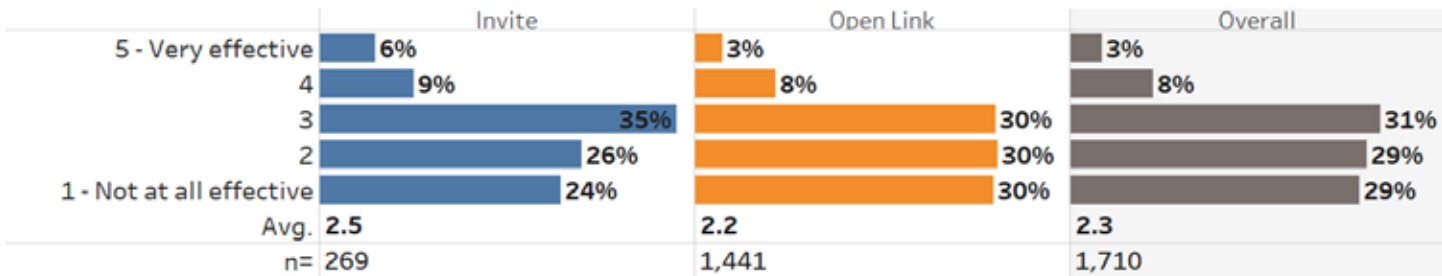


# COMMUNICATION

## EFFECTIVENESS OF COMMUNICATION

There is room for improvement for the County to increase the effectiveness of communication about parks and recreation opportunities. The average rating given by Invite respondents was a 2.5 on a scale of 1-5, with 5 being “very effective”; the Open link respondents averaged 2.2.

**Q 15: How effective is Alachua County Parks and Open Space at reaching you with information on parks and recreation facilities, programs, and services?**

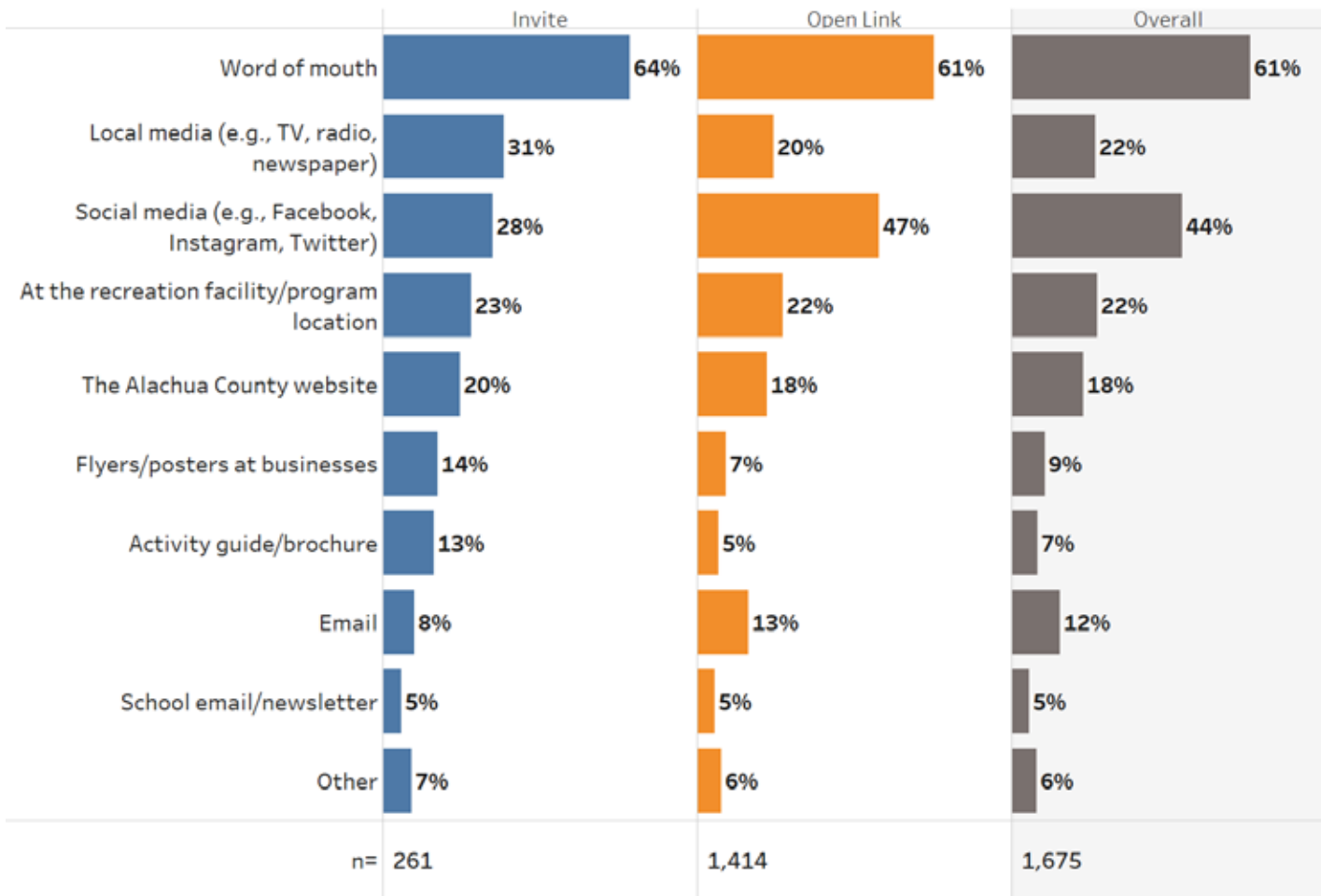


Source: RRC Associates

## CURRENT COMMUNICATION METHODS

Most individuals receive information about parks and recreation opportunities through word of mouth. Invite respondents use local media more frequently, and Open link respondents use social media more frequently.

**Q 16: How do you currently receive information on parks and recreation facilities, programs, and services offered by Alachua County Parks and Open Space? (Check all that apply)**

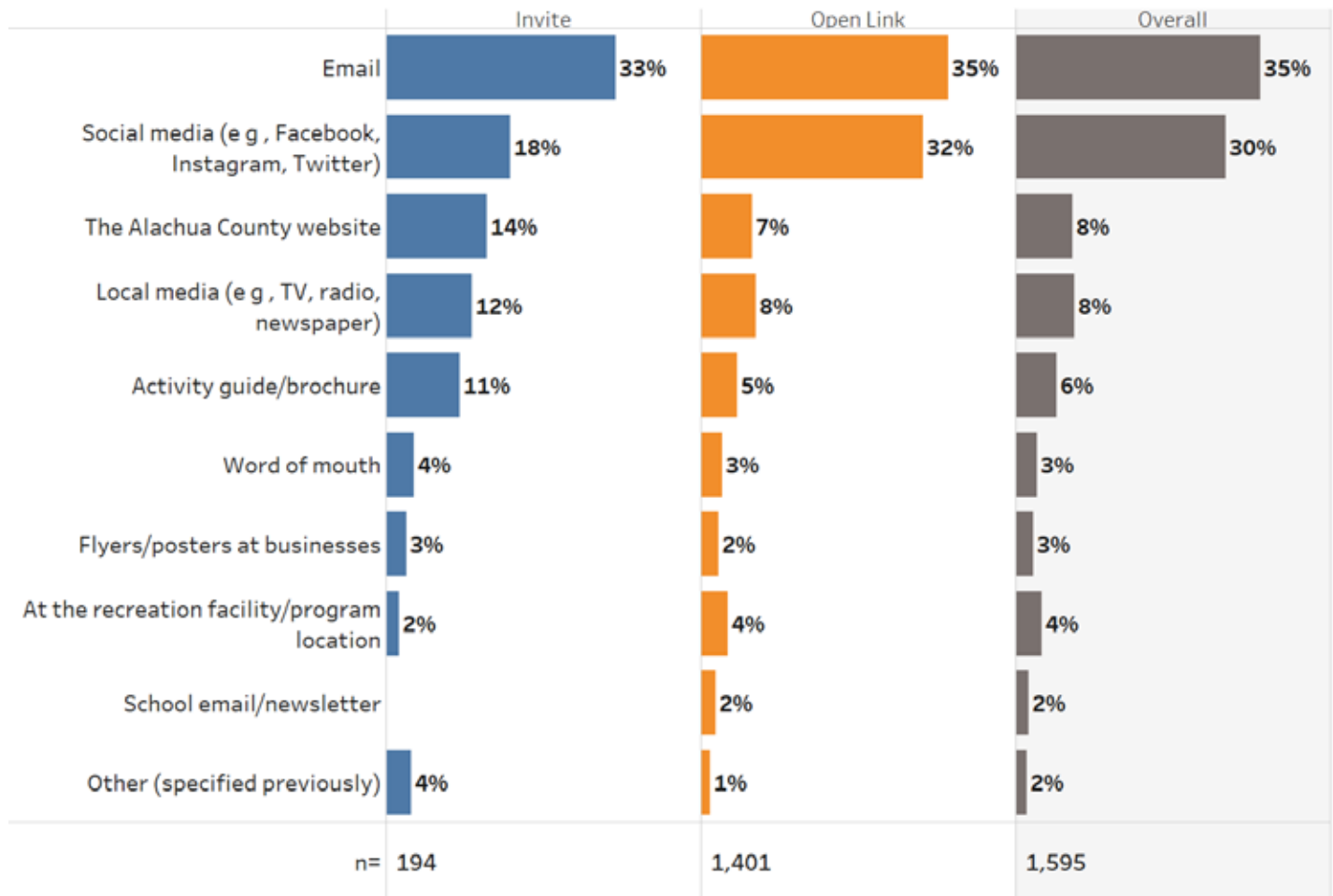


Source: RRC Associates

## PREFERRED COMMUNICATION

The two most preferred methods of communication by both samples is email, followed by social media. Invite respondents are more likely to use the Alachua County website, local media, and the activity guide/brochure.

**Q 17: What is the preferred way for you to receive information on parks and recreation facilities, programs, and services?**



Source: RRC Associates

# FUTURE NEEDS - MOST IMPORTANT NEEDS FOR IMPROVEMENT

## FACILITIES

Additional trails, adding more parks, and making improvements to and/or renovating existing parks or facilities are rated most important for both samples.

**Q 18: What are the most important needs for improvement in Alachua County over the next 5 to 10 years?**

**Facilities**

Rating Category	Sample	Av..	n=	Percent Responding:				
				1 & 2	3	4 & 5		
Additional trails/paths that connect throughout the county	Invite	4.2	252	12%	11%	20%	57%	77%
	Open Link	4.1	1,...	11%	14%	21%	53%	75%
Add more parks	Invite	3.9	246	15%	17%	51%	68%	
	Open Link	4.3	1,...	9%	12%	19%	60%	79%
Make improvements to and/or renovate existing parks or facilities	Invite	3.8	242	15%	23%	22%	40%	62%
	Open Link	4.1	1,...	9%	19%	25%	47%	72%
More community gardens	Invite	3.4	230	26%	23%	20%	30%	50%
	Open Link	3.3	1,...	30%	24%	20%	26%	46%
Outdoor aquatics (pools & splash pads)	Invite	3.2	123	18%	22%	30%	34%	44%
	Open Link	3.5	1,...	27%	16%	40%	57%	
Add outdoor sports fields and sports courts	Invite	3.0	227	22%	22%	21%	18%	41%
	Open Link	3.5	1,...	27%	22%	35%	51%	
New indoor aquatics center	Invite	2.7	223	30%	16%	19%	21%	51%
	Open Link	2.9	1,...	28%	16%	27%	16%	45%
Additional dog parks	Invite	2.8	231	26%	20%	17%	21%	47%
	Open Link	2.7	1,...	30%	20%	18%	30%	48%
New recreation center	Invite	2.8	218	24%	27%	17%	19%	44%
	Open Link	3.0	1,...	21%	25%	19%	17%	38%

\*Ratings categories are sorted in descending order by the average rating  
Source: RRC Associates



## PROGRAMS & SERVICES

Programs and services are of higher importance to both samples. There is a need for programs for residents of all ages, including kids, teens, and seniors.

### Q 18: What are the most important needs for improvement in Alachua County over the next 5 to 10 years?

#### Programs & Services

Rating Category	Sample	Av..	n=	Percent Responding:					
				1 & 2		3	4 & 5		
More activities for kids	Invite	3.7	214	16%	25%	12%	18%	45%	63%
	Open Link	3.9	1,...	17%		16%	19%	48%	67%
Additional summer programs for kids	Invite	3.6	216	17%	27%	11%	18%	45%	62%
	Open Link	3.6	1,...	23%		18%	19%	40%	59%
More teen and youth programs	Invite	3.4	213	19%	30%	17%	16%	38%	54%
	Open Link	3.6	1,...	20%		21%	21%	38%	59%
More senior programs	Invite	3.4	219	17%	24%	24%	20%	32%	52%
	Open Link	3.4	1,...	18%	27%	23%	18%	32%	50%
More fitness/wellness/health programs	Invite	3.4	224	17%	26%	23%	20%	31%	51%
	Open Link	3.5	1,...	23%		26%	23%	28%	51%
More adult programs	Invite	3.3	217	17%	16%	33%		32%	47%
	Open Link	3.3	1,...	27%		23%	23%	26%	49%
Offer aquatic programs	Invite	3.1	202	27%	34%	20%	24%	22%	46%
	Open Link	3.4	1,...	26%		22%	19%	33%	52%
(Optional) Other - specify in follow-up question	Invite	3.3	40		33%	13%		46%	54%
	Open Link	4.3	435	12%		9%		72%	78%

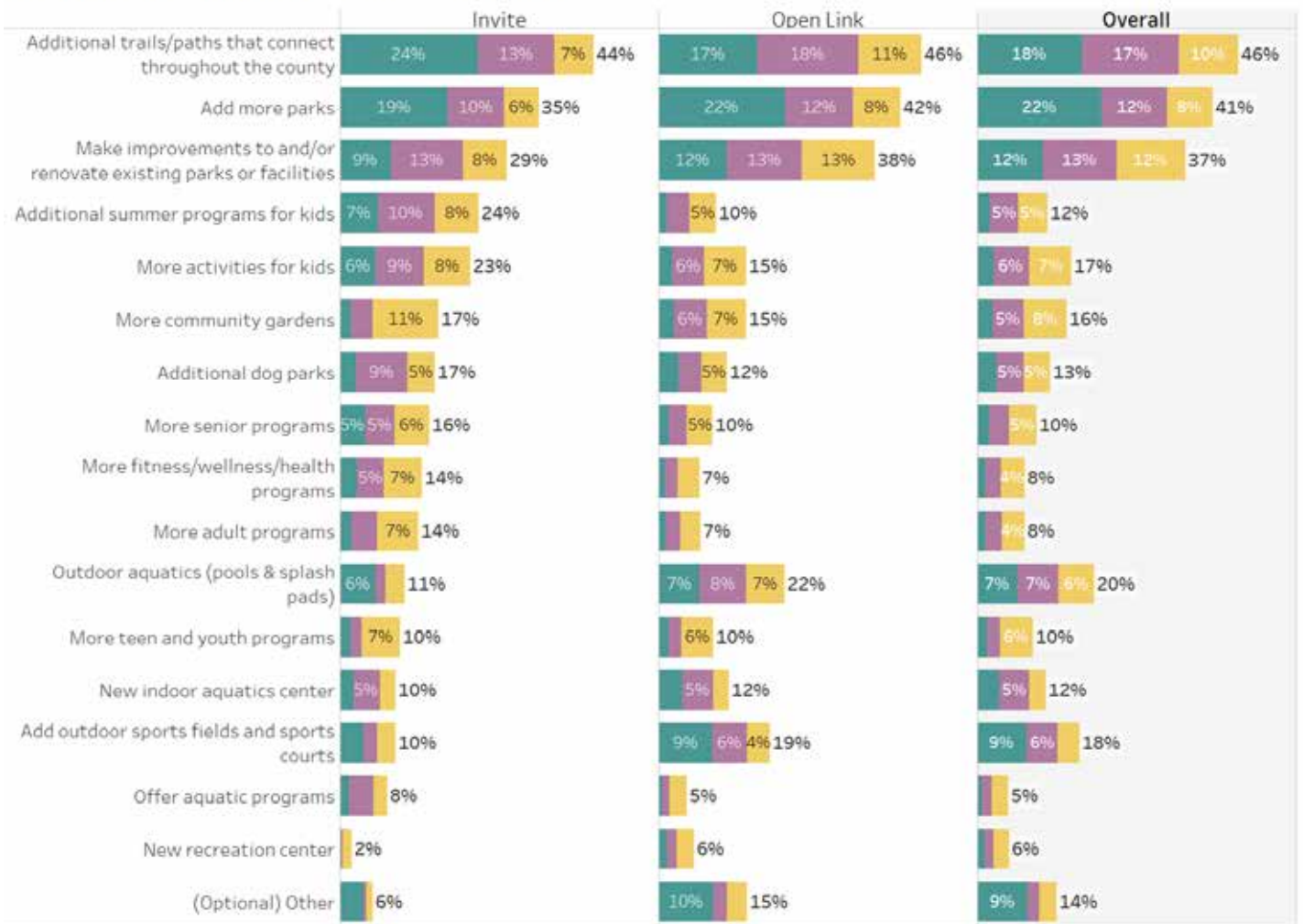
\*Ratings categories are sorted in descending order by the average rating

Source: RRC Associates

## TOP THREE PRIORITIES

The two samples agree on the top three priorities: additional trails, add more parks, and make improvements to and/or renovate existing parks or facilities. The open link respondents feel stronger about outdoors aquatics and adding outdoor sports fields and sports courts.

**Q 19: From the list in the previous question, which three facilities, programs and services are the highest priorities to your household?**



Source: RRC Associates

## ADDITIONAL COMMENTS/SUGGESTIONS

Respondents were offered an opportunity at the end of the survey to provide any additional comments and suggestions for Alachua County. A total of 933 additional comments were received. Common themes are outlined below, and a list of full responses is included in the Appendix.

### Appreciation

"Thank you for all you do. These services are the main reason I love Gainesville."

"I think Alachua has done an amazing job so far, it's about attuning/ fine tuning to meet changing population demographics now. Thank you!"

### Disc Golf Courses

"Add more disc golf courses. The only 2 large courses in the area will not be enough to sustain the large amount of traffic due to the huge growth of disc golf in the last year. We need 1-2 more ones in the county."

"Alachua Counties disc golf scene has exploded in recent years. While the 2 existing courses are great we could really use another."

### Restrooms

"Add or maintain restrooms at parks, all parks should have a restroom with water fountain."

"Bathrooms need more management, they are always filthy."

"Please maintain the bathrooms better. Thanks!"

### Roller Skating

"Additional park spaces for roller skating could add to the culture of Alachua County, and nighttime lighting and a covered or (even better!) indoor space could add to its usability."

"It would be nice to have a free outdoor skating rink. I would go more often to parks that had this if it were an option. Preferably a covered one to get protection from the rain and summer sun."

### Green Spaces

"Keep Alachua county green! Thank you for prioritizing parks and recreations spaces with trees and fields."

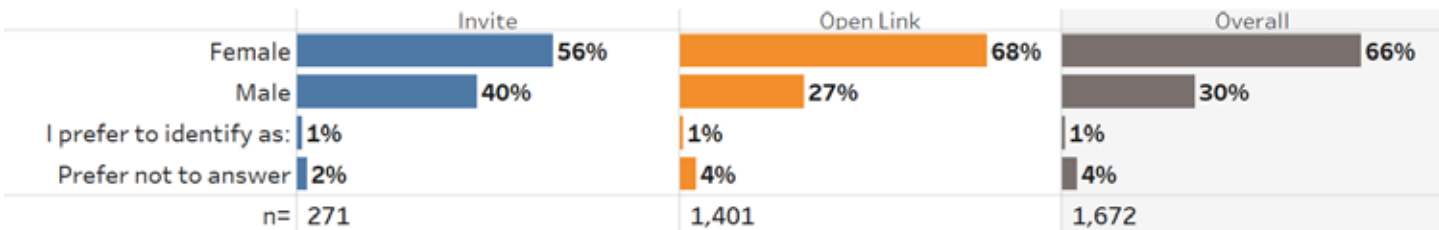
"Keep green park areas with facilities for walking, jogging and gardens and picnic areas as well as concession stands. Residents need parks for children to play, take dogs for walks, NEAR their homes. And seniors need places to meet and relax safely."

## DEMOGRAPHICS

### GENDER & AGE

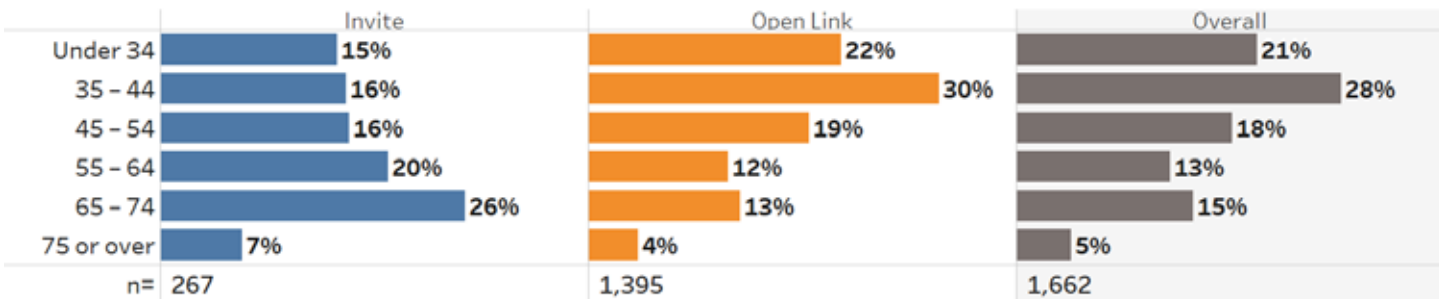
The greater portion of respondents who completed the survey was female. Invite respondents skewed a bit older, while Open link respondents were somewhat younger.

Q 21: Please indicate the gender with which you identify



Source: RRC Associates

Q 22: What is your age?

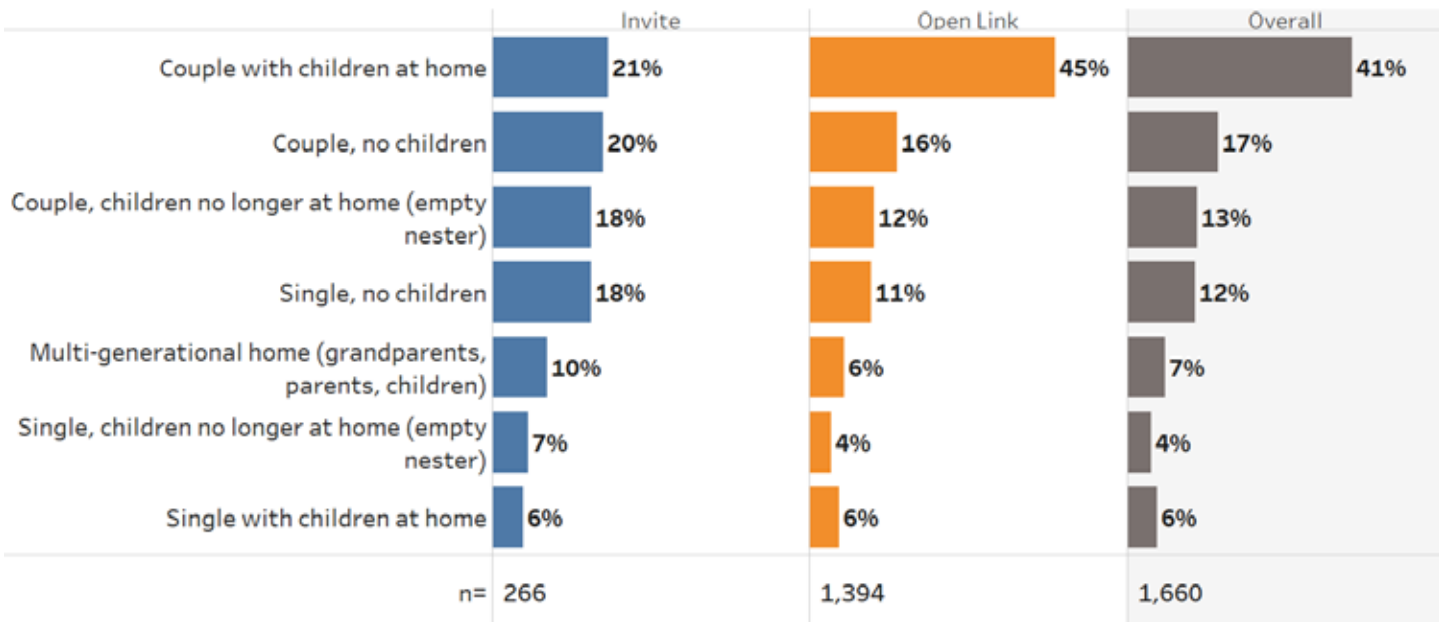


Source: RRC Associates

### HOUSEHOLD MAKEUP

A greater percentage of Open link respondents are couples with children at home. Invite respondents are relatively dispersed in terms of household makeup.

Q 23: Which of these categories best applies to your household?

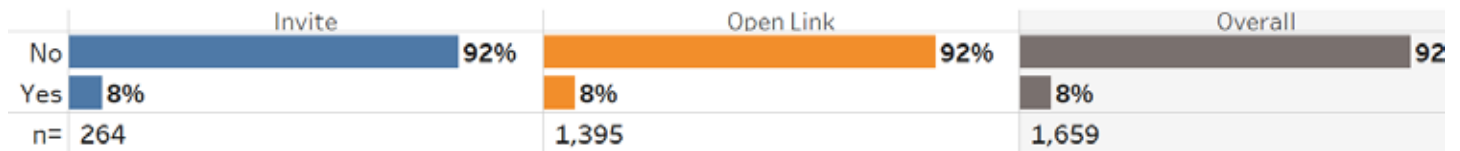


Source: RRC Associates

## STUDENTS, HOMEOWNERSHIP, AND REGISTERED VOTERS

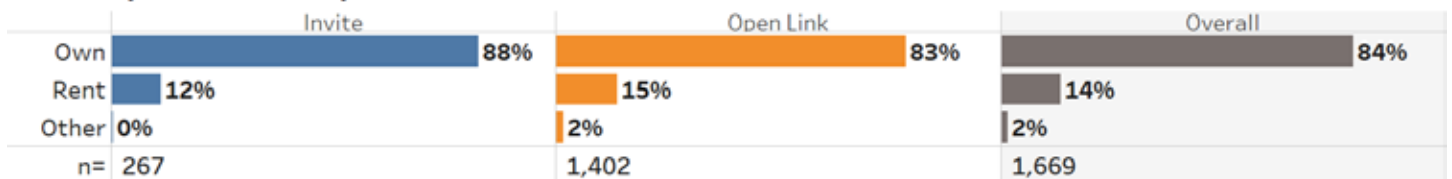
Most respondents are not students, own their own home, and are registered voters in Alachua County.

### 4: Are you a student?



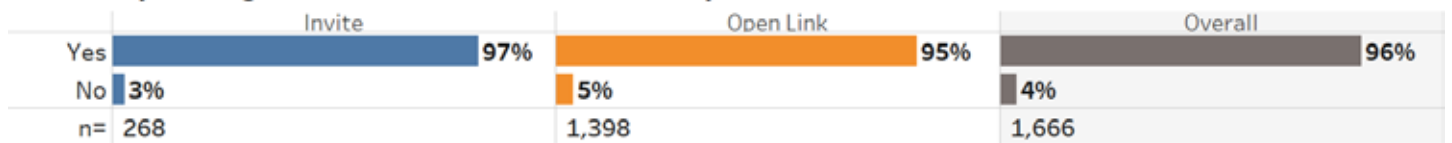
Source: RRC Assoc

### Q 25: Do you own or rent your residence?



Source: RRC Associates

### Q 26: Are you a registered voter in the Alachua County?

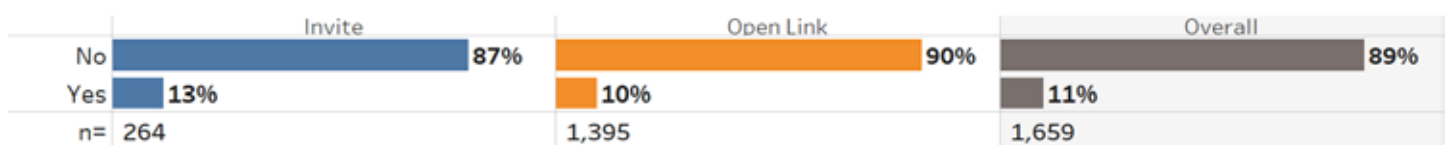


Source: RRC Associates

## ADA NEEDS

A total of 13% of Invite respondent households has a need for ADA-accessible facilities and services.

### Q 27: Does your household have a need for ADA-accessible (Americans with Disabilities) facilities and services?

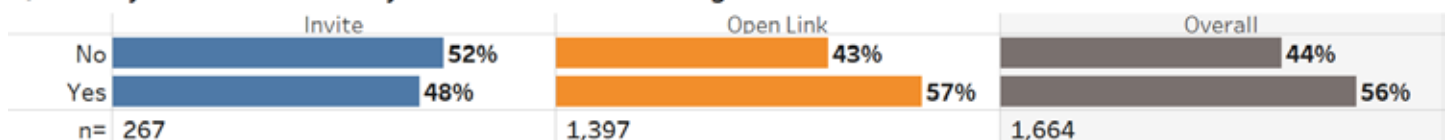


Source: RRC Associates

## DOG OWNERSHIP

About half of Invite respondents have a dog.

### Q 28: Do you or a member of your household own a dog?

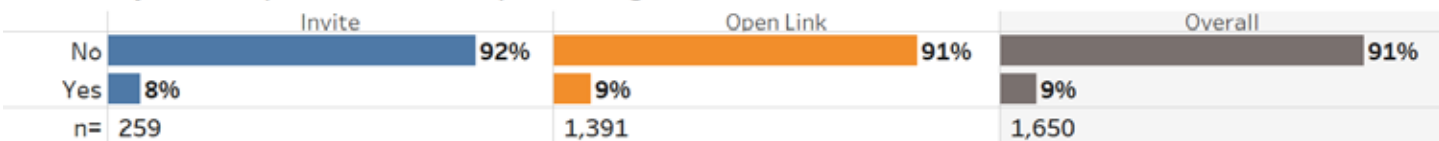


Source: RRC Associates

## ETHNICITY & RACE

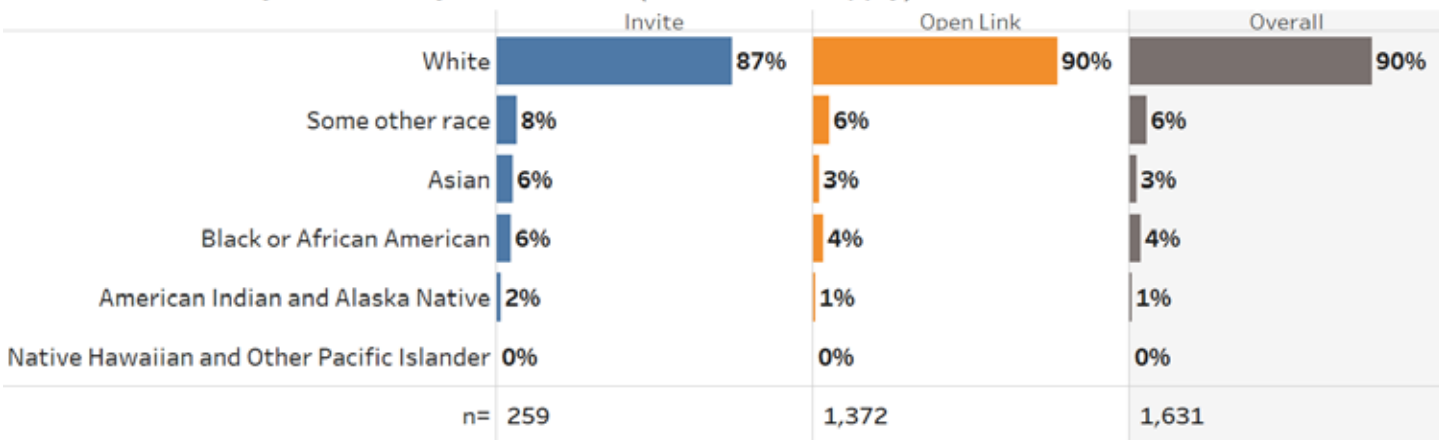
Most respondents are not of Hispanic, Latino, or Spanish origin and are white. A total of 6% consider themselves Asian and 6% are Black or African-American, with smaller shares representing other races.

Q 29: Are you of Hispanic, Latino, or Spanish origin?



Source: RRC Associates

Q 30: What race do you consider yourself to be? (Check all that apply)

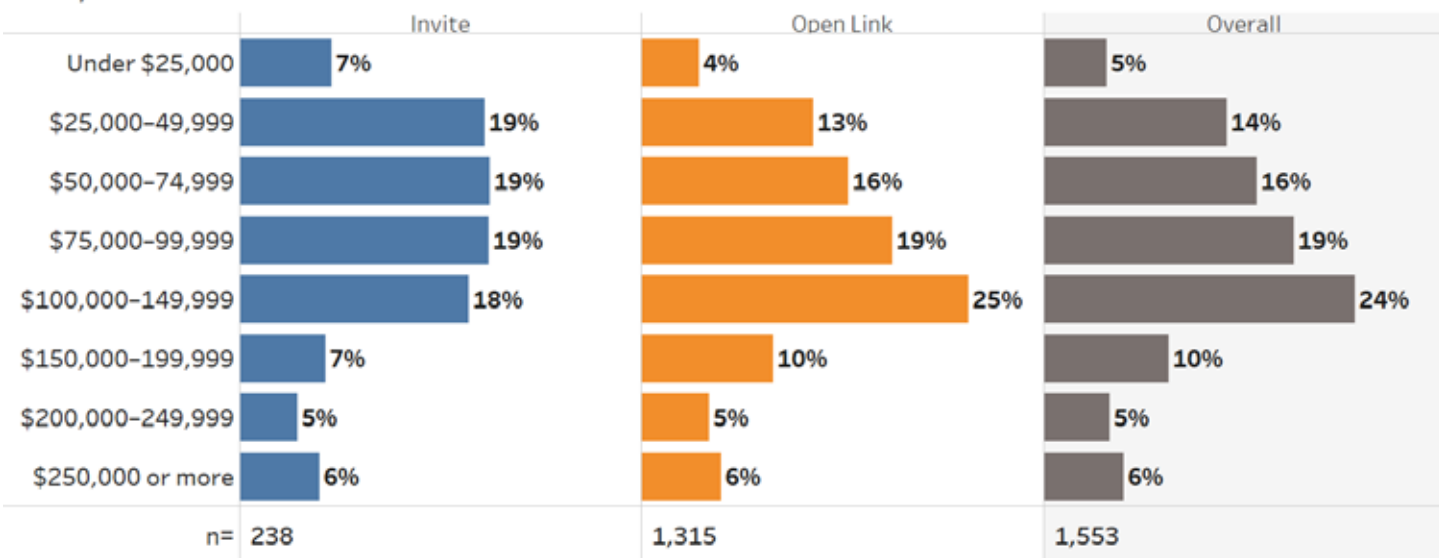


Source: RRC Associates

## INCOME

Invite respondents are low- to mid-income level, while Open link respondents skew slightly more affluent.

Q 31: Which of these categories best describes the total gross annual income of your household (before taxes)?



Source: RRC Associates

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# Public Workshops

## PUBLIC WORKSHOP FORMAT

The team facilitated four public workshops at public parks, allowing Alachua County residents various opportunities to give their input. Public workshops were held in an informal open-house style, with various stations providing opportunities for input and conversation between residents and the project team. Workshops were conducted during weekday evening hours to accommodate work schedules, and were held in frequently used parks.

Public workshops have two major goals: to receive input from the community as to their needs and desires, and to educate new park advocates who are excited and engaged with their park system. Each of the various stations were specially designed to reach these goals.

The following is a breakdown of the stations and the type of input collected at each point.

## WELCOME STATION

As participants entered the workshop, they were greeted at a welcome table and given a brief summary of the project and public workshop format. Comment cards were distributed for participants to fill out and return by the end of the workshop.

Comment cards included the following prompts:

I am \_\_\_ years old and I live in\_\_\_\_\_.

I like parks that\_\_\_\_\_.

In the future, I hope Alachua County Parks can become places for\_\_\_\_\_.

Can't wait to \_\_\_\_\_ in the parks!

The prompts aimed to target the residents' aspirational goals and desires for the park system to follow.

## LIVE WORK PLAY STATION

### Activity

Participants were asked to mark the locations of where they live and work, and what parks they play in on the County map using sticker dots. The facilitator guided participants through the map and pointed out the various parks currently existing within the system to help ensure participants understood the map and directions for the activity. Sticker dots were color-coded, with red sticker dots used to mark where participants live, blue dots marking where they work, and green dots marking where they play. Participants were prompted to elaborate on why they may prefer to commute to a park.







### **Purpose**

This activity provided the project team with an understanding of which parks are most used, how other park systems contribute to providing service within Alachua County, and why participants may be driving long distances to reach a park. As part of this activity, participants were given a map highlighting the location of all the County parks to help further their awareness of park locations that they might have not previously known about.

## **WRITE-ON-ME STATION**

### **Activity**

Participants were given an Alachua County map that highlighted County parks. Residents were asked to write directly on the map, indicating general or specific comments regarding the vision they have about parks in their area. This activity was facilitated by a team member who helped participants expand on the written comments and draw out additional desires and needs for the community.

### **Purpose**

This activity gathered input on geographically specific aspirations for the community for their County's park system, including where park amenities may be missing, desired amenities, and potential missing connections.



## **I WISH WE HAD MORE... STATION**

### **Activity**

Participants given six options for amenities (Sports Fields/Courts, Trails, Natural Areas, Recreation Centers, Playgrounds, and Other) they would like to see more of in their area. They were then asked to vote for their preferred option by placing stickers on a map, and could further expand on their specific choice with the station facilitator.

### **Purpose**

This activity served as a conversation starter to help participants identify what they determine to be key components of a successful park, as well as provide insight on the desired programming of specific communities. This input helped identify why some parks may be loved in a community, while others remain unused and abandoned regardless of proximity or access. It also helped identify amenities that may be missing or in high demand within the park system.

## **SURVEY**

The survey station, equipped with a laptop, was available to capture participants' responses via the Open link survey. Participants could complete the survey during the workshop, and a written link was provided, so that the survey could be shared and promoted to others or be taken at another time.

## TIMELINE

### PUBLIC WORKSHOP #1

May 10, 2022, 5:30-7:30 pm  
Veterans Memorial Park  
7400 SW 41st Pl, Gainesville, FL

### PUBLIC WORKSHOP #2

May 11, 2022, 5:30-7:30 pm  
Jonesville Park  
NW 32nd Ave NW 143rd St,  
Gainesville, FL

### PUBLIC WORKSHOP #3

May 24, 2022, 5:30-7:30pm  
T.B. McPherson  
1717 SE 15th St, Gainesville, FL

### PUBLIC WORKSHOP #4

May 25, 2022, 5:30-7:30pm  
T.B. McPherson  
1717 SE 15th St, Gainesville, FL

## PUBLIC WORKSHOP INPUT SUMMARY

The project team facilitated public workshop meetings at three different locations, including two County parks. All meetings were advertised as being open to all County residents. As a result, there was overlap between attendees of different meetings. Input has been organized based on general comments and specific station input.

## GENERAL COMMENTS

### Spaces for Everyone

Throughout the first two workshops, participants expressed the value of senior-focused resources as well as youth activities. Residents prioritized amenities that could provide activities for different ages and levels of ability. Residents expressed the importance of parks that serve many different types of users, with features such as additional active amenities and social spaces. Based on their input, an ideal park would provide a variety of amenities serving the entire family, sufficient parking, and protection from the elements.

### Sports

The community showed a strong desire for sports, such as pickleball, soccer, and disc golf, in addition to currently provided sport fields and courts. Many participants emphasized the positive impact that sports have had in generating a sense of community and suggested the need for infrastructure that supports the fast-growing interest of various sports.

### Protection from the Elements

While Florida's climate provides year-long access to outdoor parks, high temperatures and inclement weather can be an obstacle for park users. Participants indicated that providing protection from the elements was key in creating parks that are inclusive and welcoming for all users. Additionally, covered sport courts and fields were also desirable to provide outdoor opportunities, regardless of Florida's heavy rain, thunderstorms, or heat.

### Safety Measures

Additional lighting in the parks was requested to enhance safety during the evening or night.

hello,  
I am 27 years old and I live in Gainesville  
I like parks that have trees and pickleball  
In the future, I hope Alachua County Parks can become places for more designated pickleball with lights  
Can't wait to play pickleball in the parks!

when you're finished hand this comment card to event staff or mail to:  
Kristin Caborn  
618 E. South St.  
Suite 700  
Orlando, FL 32801

hello,  
I am 79 years old and I live in \_\_\_\_\_  
I like parks that ARE MULTI GENERATIONAL  
In the future, I hope Alachua County Parks can become places for people to gather and meet others  
Can't wait to walk/jog/ride in the parks!

when you're finished hand this comment card to event staff or mail to:  
Kristin Caborn  
618 E. South St.  
Suite 700  
Orlando, FL 32801

hello,  
I am 32 years old and I live in Leesville  
I like parks that have disc golf  
In the future, I hope Alachua County Parks can become places for relaxation and safe for everyone  
Can't wait to play in the parks!

when you're finished hand this comment card to event staff or mail to:  
Kristin Caborn  
618 E. South St.  
Suite 700  
Orlando, FL 32801

## STATION INPUT

### Comment Cards

Across all age groups, participants valued active, multi-generational spaces—they also emphasized the need for spaces that bring community together and are equally accessible from all locations of the County. Participants expressed a desire for central gathering spaces (e.g., pavilion, outdoor stage, grouped picnic tables/benches) to help foster a sense of community. Many also noted the importance of nature trails and court-specific sports, such as pickleball and disc golf. Individuals also requested more trees, dog-friendly spaces, and an interconnected trail system.

### Live Work Play

Most participants in the first two public workshops lived in western Alachua County. Fewer blue dots showed “work”, as many of participants were retired. The majority of “work” indicated was in or around the City of Gainesville. The green dots showed a wide geographic distribution of park usage throughout the entire County, with a clear concentration of use at Rotary Park at Jonesville, Veterans Memorial Park, and eastern City of Gainesville parks. The second two public workshops included primarily participants living in the City of Gainesville, with only one located outside City boundaries. However, the green dots indicated park usage throughout the County, with groupings in Veterans Memorial Park, Kanapaha Botanical Gardens, Hawthorne State Trail (especially for cycling and hiking), and Cuscowilla Nature and Retreat Center. The few blue dots clustered in western and central City of Gainesville, were again likely due to many of the participants being retired.

### Write-On-Me

Remarks written on the map included the desire for new parks, community gardens, dog parks, natural areas, and multi-use fields, as well as a community center for indoor and outdoor activities. For specific sports, participants asked that 18-hole disc golf course and covered pickleball courts be added into the parks system. Participants expressed a desire for multi-purpose trails to connect key destinations (referred to by some as an “infinity loop”), as many of the existing parks are inaccessible due to missing/unsafe bicycle infrastructure or lack of sufficient parking. There is also a desire for more amenities providing public access to lake edges, as many edges are inaccessible without a boat; some users suggest the need for more lake beaches and fishing piers. Participants also noted that air boat noise coming from Orange Lake and Lochloosa Lake can impact the park experience at Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park. Comments at the station noted properties not managed by Alachua County, such as securing and expanding the green space and accessibility of the existing McRorie Community Garden in downtown Gainesville.

### I Wish We Had More...

The dot voting activity showed that the overall priority for the participants are trails and natural areas, followed by sports fields and community centers. Safer multi-modal trails to connect “in-town” destinations and mountain bike trails were specifically written in. On the other hand, playgrounds did not receive a high number of votes. Under the “Others” category, additional desires included dog park, splash pad, community garden, senior center, exploration center, community center, fishing areas, and a community pool, along with an overall desire for more green space.



# Focus Groups

## TIMELINE

### FOCUS GROUP #1

May 10, 2022, 10:30 am  
Veterans Memorial Park  
7400 SW 41st Pl, Gainesville, FL

### FOCUS GROUP #2

May 10, 2022, 2:00 pm  
Veterans Memorial Park  
7400 SW 41st Pl, Gainesville, FL

### FOCUS GROUP #3

May 19, 2022, 6:00pm  
Zoom Virtual Meeting

### FOCUS GROUP #4

May 24, 2022, 4:00pm  
T.B. McPherson  
1717 SE 15th St, Gainesville, FL

The project team conducted focus groups with various members of the Alachua County community, such as sports leagues, program coordinators, and environmental groups for the purposes of targeted engagement and candid discussion about the County's Parks & Open Space System. Focus group meetings provided the project team an opportunity to gather vital information at the initial stages of the Master Plan process from people with intimate knowledge of the parks, programs, and activities currently available in the County.

Utilizing a sample list of the types of people to invite, County staff extended participation invitations to community members to participate in 1 of 4 focus group meetings. Individuals were brought together to share their experiences and knowledge with the project team, and to engage in conversation centered on a series of prompted questions prepared by the project team.

#### Prompted Questions:

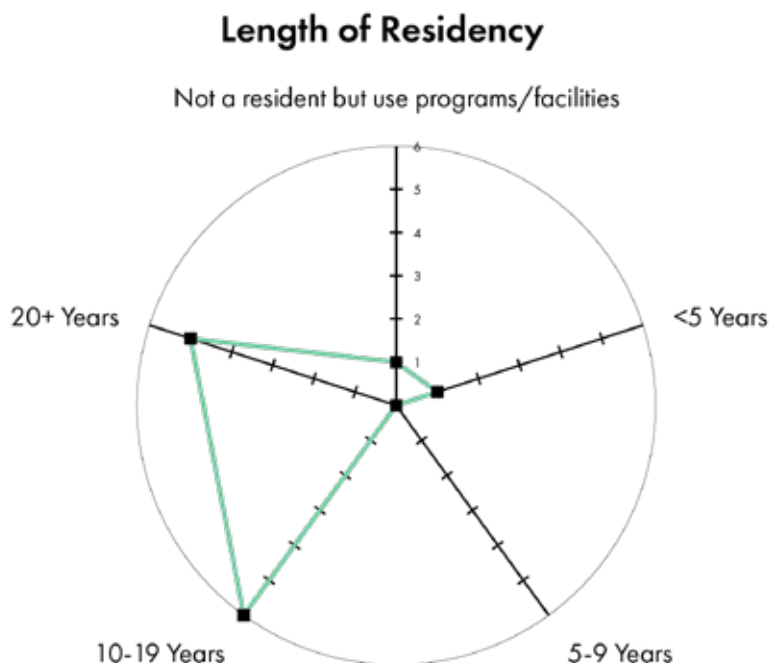
1. How long have you been a resident of Alachua County?
2. How would you describe the existing Alachua County Parks & Open Space System? What are the strengths and weaknesses?
3. Do you or your family visit County parks? If so, which ones? Any City parks? Parks in next door counties?
4. How do you receive information about programs and facilities?
5. Big Idea Activity: Using the provided sticky note, write down a guiding principle for the County's Parks & Open Space Department. We will vote on these ideas together and determine what are some of your high priorities for the system. (Ideas: take care of what we have, canopy and wildlife, health and fitness, ability to walk from home, accessibility, and inclusivity, etc.)
6. Anything else? Here is your chance to tell us something we may be missing.



## PROMPTED QUESTION SUMMARY

The following are summaries of the discussion and responses gathered at each focus group meeting.

### How long have you been a resident of Alachua County?



Focus group participants consisted primarily of long-time Alachua County residents, with the majority of participants having been residents for more than a decade.

### How would you describe the existing Alachua County Parks & Open Space System? What are the strengths and weaknesses?

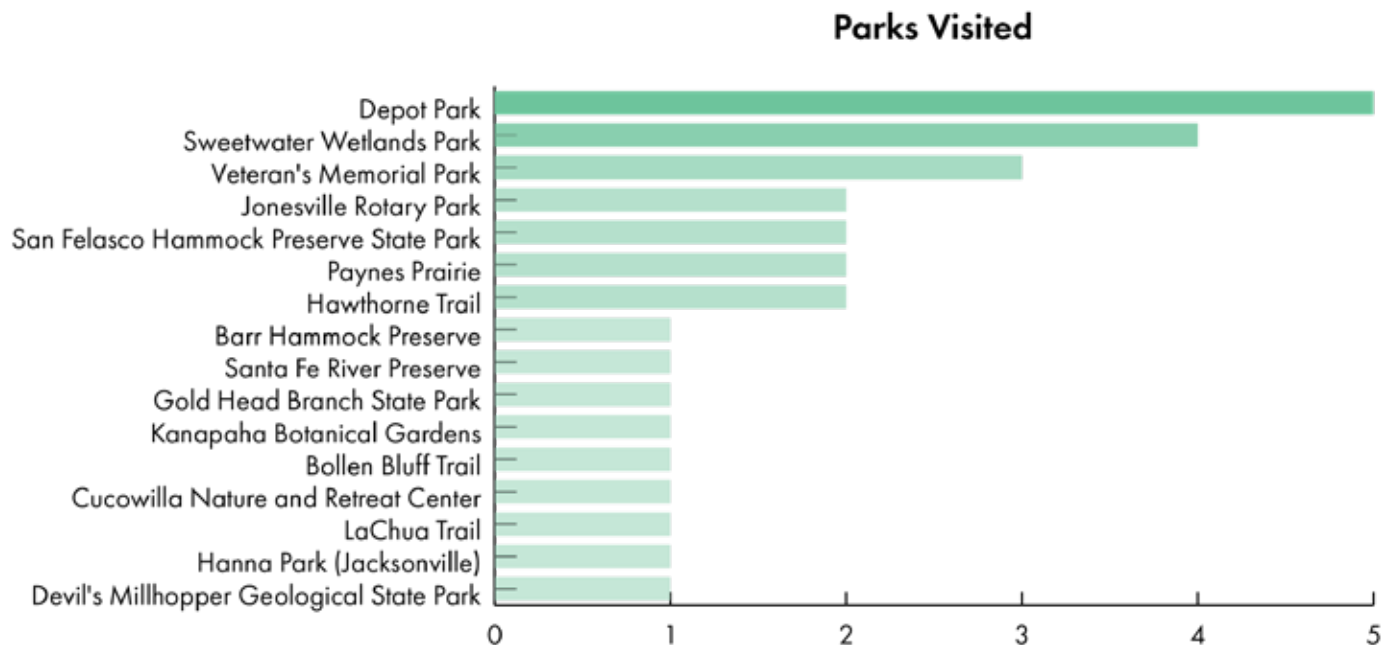
#### Strengths

- Activities
- Good number of parks
- Clean
- Accessible
- Responsive to community interests
- Well-maintained
- Playgrounds
- Pleasant
- Variety of amenities
- Good staff

#### Weaknesses

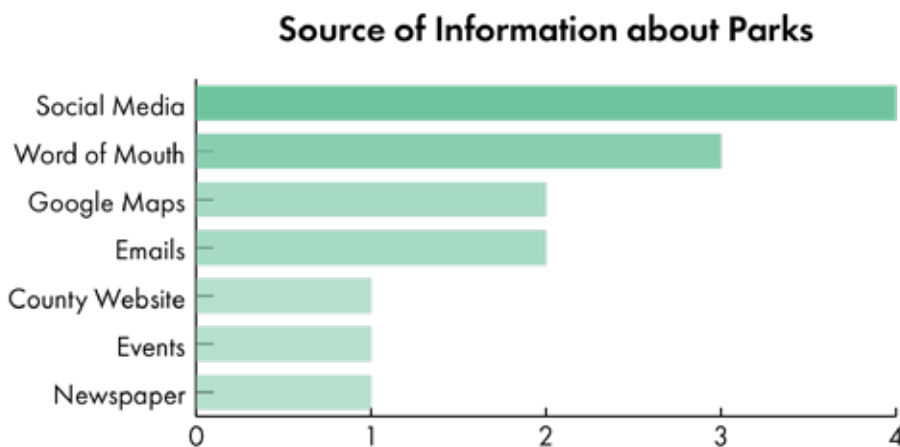
- Limited exposure, communication, and marketing
- No infrastructure to attract bigger leagues
- Facilities need to expand
- Lack of parking & lighting
- No recreation or senior center
- Not walking distance for many users
- Not prepared for growth
- Organized sports need more help
- More maintenance needed
- Understaffed & underfunded
- Upgrades needed
- Safety concerns

**Do you or your family visit County parks? If so, which ones?  
Any City parks? Parks in next door counties?**



Participants use a combination of County, City, and State facilities for their recreation needs. State Parks contribute resource-based recreation for many Alachua County residents. Active recreation use was primarily focused on Veterans Memorial Park and Jonesville Rotary Park.

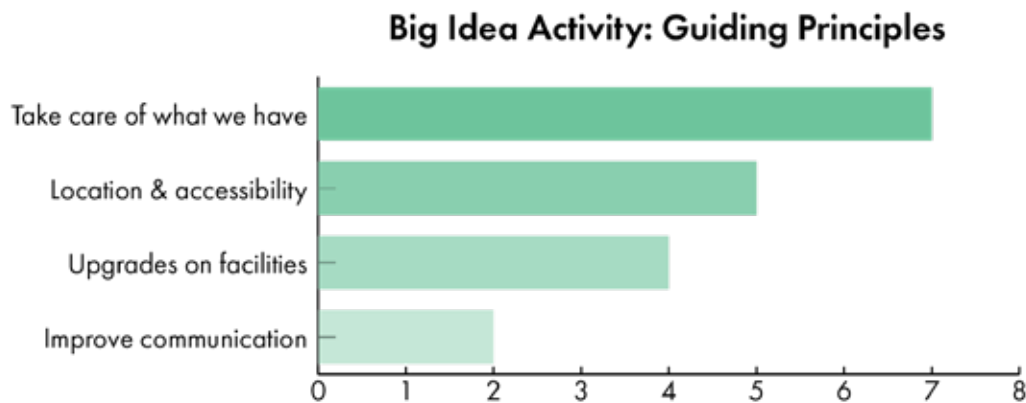
**How do you get information about programs and facilities?**



Throughout the various focus groups, participants expressed a need to improve communications about park offerings. Many felt that while the information existed, it was not always easy to find or presented in the most user-friendly way. Participants suggested that establishing a hierarchy of information between different parks would facilitate finding information about amenities in small neighborhood parks, while more complex parks could more easily communicate information about additional offerings such as reservations and events.

Additionally, participants felt that some information may be better served appearing both online and offline to reach a wider population, such as senior residents and residents who may not have access to the internet.

**Big Idea Activity: Write down a guiding principle for the County's Parks & Open Space Department.**



Participants were asked to share their “big ideas” for the Alachua County parks system, as well as vote on their priorities. Most participants prioritized maintaining and improving the existing park system; however, many also mentioned providing park access for all residents throughout the County, along with better communication of the park offerings to encourage usage and engagement with the community.

**Additional Thoughts**

Participants were interested in how attracting sports leagues at a regional scale could be beneficial to the park system and the local economy. Some opined that a park suited for regional league play could attract sponsors and generate income that could be used to improve the maintenance budget for the smaller parks.

Additionally, participants were interested in a maintenance plan for the parks. A particular topic of concern was turf management within sportsfields, as continuous play can cause erosion and an uneven playfield. The thought was that the County could explore the options of rotating sportsplay to allow the turf to recuperate, as well as evaluate the need for an additional sports complex to address capacity issues. One attendee was passionate about the need to recoup lost amenities from redevelopment—especially dedicated, covered space for roller sports, including roller skating, roller derby, and hockey. Existing space is not properly maintained, and prior suitable space was repurposed.

The online focus group emphasized the importance of ecological/natural areas to be intentionally incorporated into every park, in addition to the recreational amenities, such as pollinator gardens and interconnected trail systems.



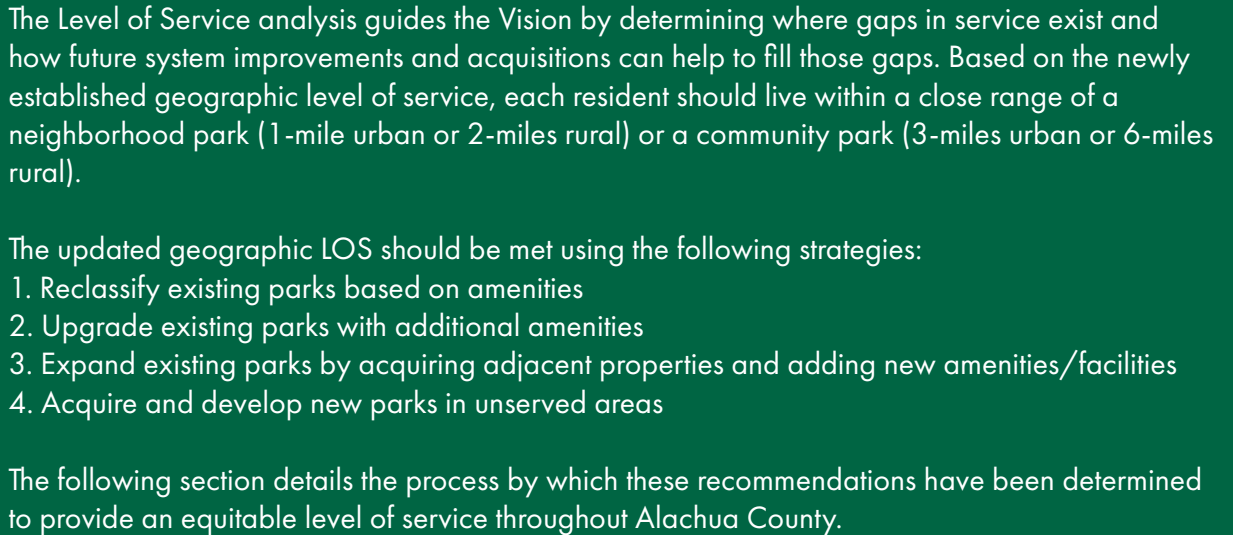




# 3 - HOW DO WE GET THERE?

# 3.1

**LEVEL OF SERVICE**



The Level of Service analysis guides the Vision by determining where gaps in service exist and how future system improvements and acquisitions can help to fill those gaps. Based on the newly established geographic level of service, each resident should live within a close range of a neighborhood park (1-mile urban or 2-miles rural) or a community park (3-miles urban or 6-miles rural).

The updated geographic LOS should be met using the following strategies:

1. Reclassify existing parks based on amenities
2. Upgrade existing parks with additional amenities
3. Expand existing parks by acquiring adjacent properties and adding new amenities/facilities
4. Acquire and develop new parks in unserved areas

The following section details the process by which these recommendations have been determined to provide an equitable level of service throughout Alachua County.

## LEVEL OF SERVICE RECLASSIFICATION ANALYSIS

The map shown herein illustrates the results of the service area analysis after reclassifying a handful of parks in cases where the existing amenities were congruent with a different park classification. By reclassifying these parks, the LOS analysis begins to reveal greater service within the rural context. Five of the seven reclassified park have service areas that reach rural residents.

This reclassification analysis assumes the following, based on the definitions and criteria outlined in the Recreation Element:

### TOT LOTS & POCKET PARKS

Tot Lots and Pocket Parks are excluded from the reclassified LOS analysis, because their implementation is generally more opportunistic, and the amenities they offer can be limited.

### NEIGHBORHOOD PARKS

The reclassified LOS analysis maintains the existing LOS criteria for neighborhood parks; therefore, the map herein illustrates the same level of service.

### COMMUNITY PARKS

The reclassified LOS analysis maintains the existing LOS criteria for community parks; therefore, the map herein illustrates the same level of service.

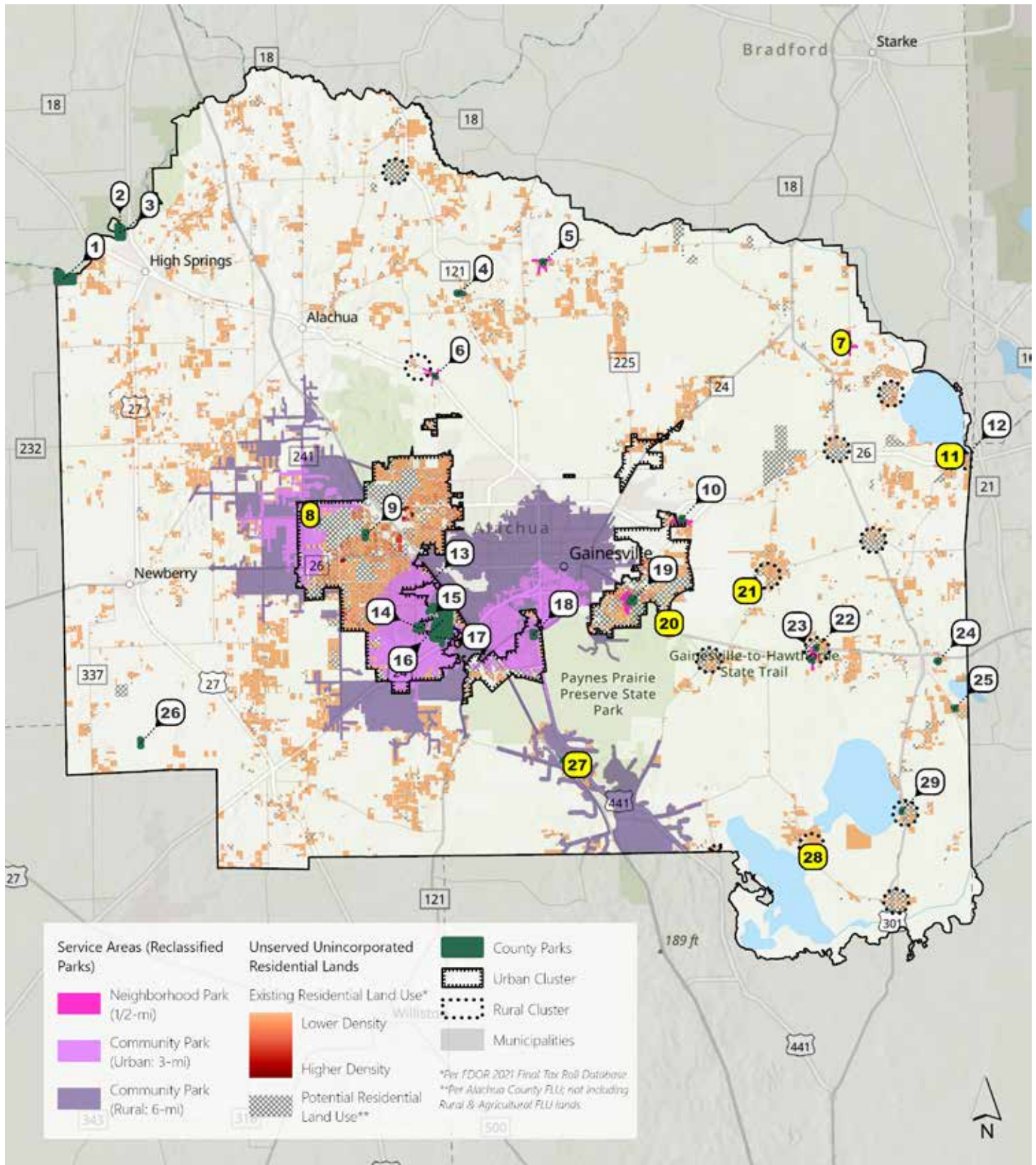
### SPECIAL USE PARKS

Seven of the 13 Special Use Activity and Special Resource Parks include amenities commonly found in neighborhood and/or community parks. As such, the reclassification analysis modifies their LOS criteria from a “County-wide” service area to a neighborhood or community park service area. In doing so, the map herein illustrates an additional five neighborhood parks and two community parks. This analysis reclassifies the following parks as either neighborhood or community:

- Lake Alto (Neighborhood)
- Rotary Park at Jonesville (Community)
- Santa Fe Lake (Neighborhood)
- Early P. Powers (Neighborhood)
- Owens-Illinois (Neighborhood)
- Cuscowilla Nature & Retreat Center(Community)
- Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park (Neighborhood)

Park ID	Park Name	Classification	Service Area (mi.)
1	Poe Springs	RR	-
2	McCall (Undeveloped)	NA	-
3	High Springs Boat Ramp	SR	-
4	Cellon Oak	NA	-
5	Monteocha	N	0.5
6	DeSoto Park	N	0.5
7	Lake Alto	N	0.5
8	Rotary Park at Jonesville	C	3.0
9	Jane B Walker Park (Undeveloped)	N	0.0
10	Copeland	N	0.5
11	Santa Fe Lake	N	0.5
12	Melrose Boat Ramp	SR	-
13	Mark S. Hopkins Park	P	-
14	Veterans Memorial Park (2 Lighted Soccer Fields)	C	3.0
15	Veterans Memorial Park (Gainesville Use Agreement)	C	6.0
16	Kanapaha Lake (Undeveloped)	NA	-
17	Kanapaha Botanical Gardens	SR	-
18	Squirrel Ridge (Dog Park)	C	3.0
19	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	N	0.5
20	Earl P. Powers	N	0.5
21	Owens-Illinois	N	0.5
22	Scott-Phifer House	H	-
23	Grove	N	0.5
24	Hawthorne Dog Park (Undeveloped)	N	0.0
25	Holden Pond	SR	-
26	Watermelon Pond	SR	-
27	Cuscowilla Nature and Retreat Center	C	6.0
28	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	N	0.5
29	Lochloosa	SR	-
N = Neighborhood		C = Community	H = Historic
SR = Special Use Resource		NA = Nature	P = Pocket
		RR = Regional Resource	

Map of Alachua County Parks Level of Service after Reclassification



## PROPOSED LEVEL OF SERVICE ANALYSIS

The map shown illustrates the results of the service area analysis performed using LOS criteria recommended by this Master Plan. This recommended LOS criterion is based on survey results in which nearly 3 in 4 respondents stated a preference for using motor vehicles to access parks. The results of this LOS analysis reveal a greater portion of service within the rural context.

### TOT LOTS & POCKET PARKS

Tot Lots and Pocket Parks are excluded from the proposed LOS analysis, because their implementation is generally more opportunistic, and the amenities they offer can be limited.

### NEIGHBORHOOD PARKS

The proposed LOS criteria expands service area radius for neighborhood parks from 0.5 to 1-miles within urban contexts and adds a 2-mile service area radius within rural contexts. This change applies to ten parks, seven of which have service areas that are predominantly in rural contexts. The proposed LOS criteria affect the following neighborhood parks:

- Montechocha
- DeSoto Park
- Lake Alto
- Copeland
- Santa Fe Lake
- Cynthia Moore Chestnut Park and Clark Butler Nature Preserve
- Earl P. Powers
- Owens-Illinois

### COMMUNITY PARKS

The proposed LOS analysis maintains the existing LOS criteria for community parks; therefore, the map herein illustrates the same level of service.

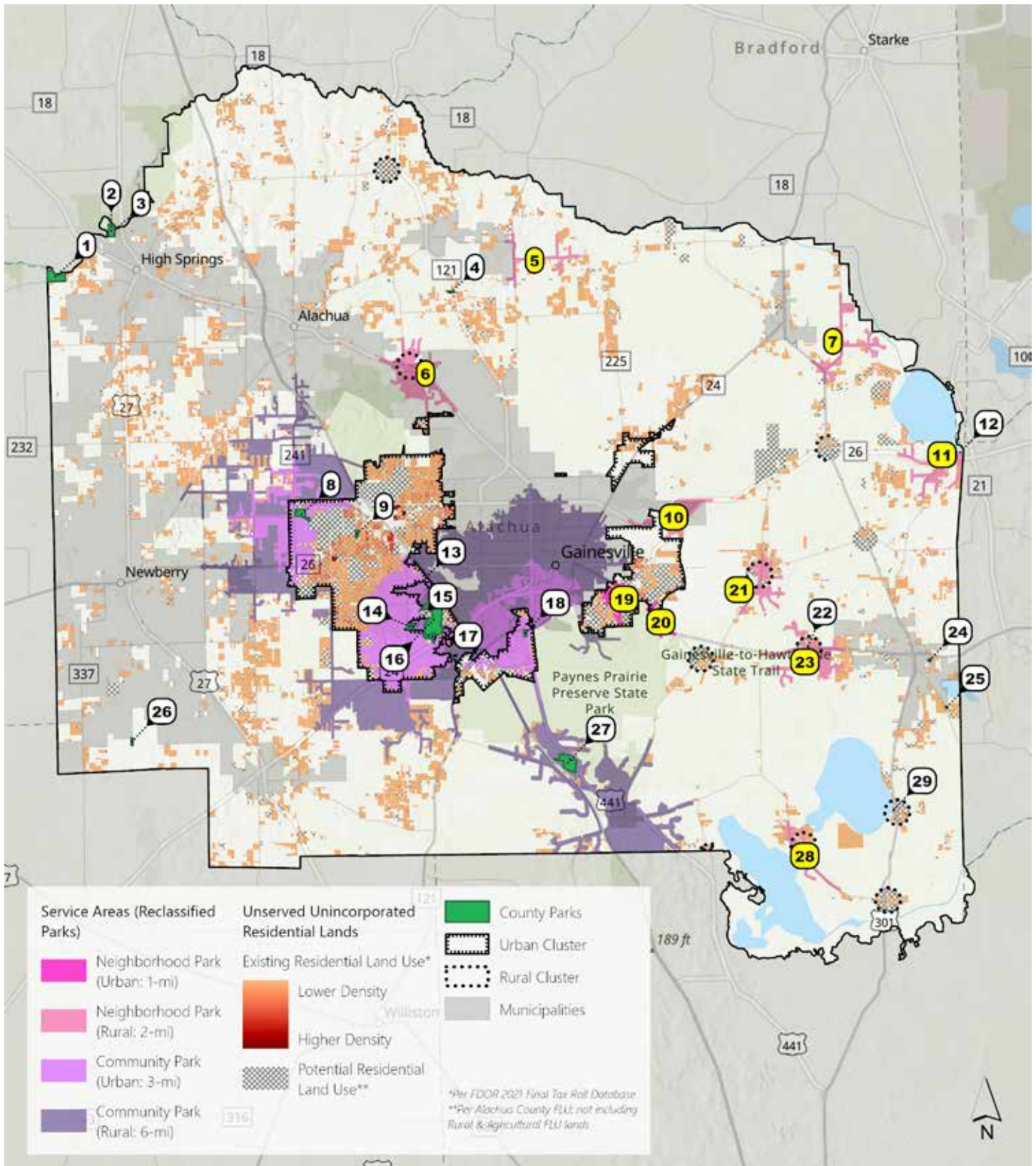
### SPECIAL USE PARKS

Parks of these types provide county-wide service, per the LOS standards, therefore service areas are not depicted on the map. While the location of these parks is largely dependent on the location of specific resources, they are fairly well-distributed across the County, with many located on the periphery of the County in areas that do not have neighborhood or community parks.

Park ID	Park Name	Classification	Service Area (mi.)
1	Poe Springs	RR	-
2	McCall (Undeveloped)	NA	-
3	High Springs Boat Ramp	SR	-
4	Cellon Oak	NA	-
5	Montechocha	N	2.0
6	DeSoto Park	N	2.0
7	Lake Alto	N	2.0
8	Rotary Park at Jonesville	C	3.0
9	Jane B Walker Park (Undeveloped)	N	0
10	Copeland	N	2.0
11	Santa Fe Lake	N	2.0
12	Melrose Boat Ramp	SR	-
13	Mark S. Hopkins Park	P	-
14	Veterans Memorial Park (2 Lighted Soccer Fields)	C	3.0
15	Veterans Memorial Park (Gainesville Use Agreement)	C	6.0
16	Kanapaha Lake (Undeveloped)	NA	-
17	Kanapaha Botanical Gardens	SR	-
18	Squirrel Ridge (Dog Park)	C	3.0
19	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	N	1.0
20	Earl P. Powers	N	1.0
21	Owens-Illinois	N	2.0
22	Scott-Phifer House	H	-
23	Grove	N	2.0
24	Hawthorne Dog Park (Undeveloped)	N	0
25	Holden Pond	SR	-
26	Watermelon Pond	SR	-
27	Cuscowilla Nature and Retreat Center	C	6.0
28	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	N	2.0
29	Lochloosa	SR	-

N = Neighborhood      C = Community      H = Historic  
 NA = Nature              P = Pocket  
 SR = Special Use Resource      RR = Regional Resource

Map of Alachua County Parks Level of Service with New Proposed Level of Service



# PROPOSED LEVEL OF SERVICE ANALYSIS WITH PARK DEVELOPMENT AND EXPANSION

The map shown illustrates the results of the service area analysis performed with the expectation that numerous parks might expand in size or range of amenities. This Master Plan assumes that five parks are candidates for expansion—two of which would significantly increase service within rural areas. The following parks assume development or expansion:

- Poe Springs from Resource to Neighborhood Park
- Cellon Oak from Nature to Community Park
- Hawthorne Dog Park (to be developed as a Neighborhood Park)
- Cynthia Moore Chestnut Park and Clark Butler Nature Preserve expanded into Community Park

## TOT LOTS & POCKET PARKS

Tot Lots are excluded from the expansion LOS analysis, because their implementation is generally more opportunistic, and the amenities they offer can be limited.

## NEIGHBORHOOD PARKS

The expansion LOS criteria expands service area radius for neighborhood parks from 0.5 to 1 mile within urban contexts, and adds a 2-mile service area radius within rural contexts. A new 5-acre minimum has been established as part of the Park Equity Standards. This change applies to 10 parks, 7 of which have service areas that are predominantly in rural contexts.

## COMMUNITY PARKS

The proposed LOS analysis maintains the existing LOS criteria for community parks; therefore, the map herein illustrates the same level of service. A new 20-acre minimum has been established as part of the Park Equity Standards.

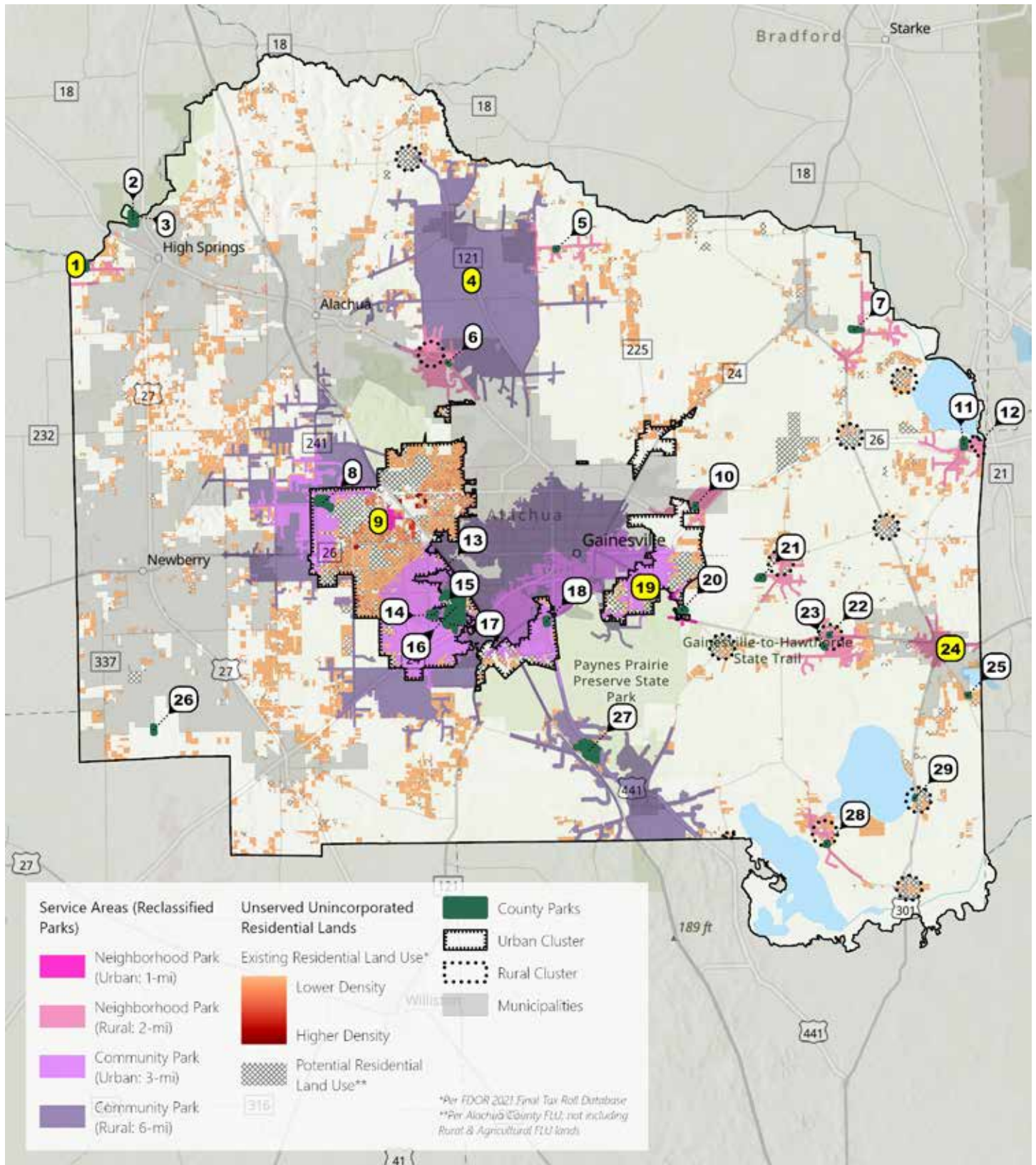
## SPECIAL USE PARKS

Parks of these types provide county-wide service, per the LOS standards; therefore, service areas are not depicted on the map. While the location of these parks is largely dependent on the location of specific resources, they are fairly well-distributed across the County, with many located on the periphery of the County in areas that do not have neighborhood or community parks.

Park ID	Park Name	Classification	Service Area (mi.)
1	Poe Springs	N	2.0
2	McCall (Undeveloped)	NA	-
3	High Springs Boat Ramp	SR	-
4	Cellon Oak	C	6.0
5	Monteocha	N	2.0
6	DeSoto Park	N	2.0
7	Lake Alto	N	2.0
8	Rotary Park at Jonesville	C	3.0
9	Jane B Walker Park (Undeveloped)	N	1.0
10	Copeland	N	2.0
11	Santa Fe Lake	N	2.0
12	Melrose Boat Ramp	SR	-
13	Mark S. Hopkins Park	P	-
14	Veterans Memorial Park (2 Lighted Soccer Fields)	C	3.0
15	Veterans Memorial Park (Gainesville Use Agreement)	C	6.0
16	Kanapaha Lake (Undeveloped)	NA	-
17	Kanapaha Botanical Gardens	SR	-
18	Squirrel Ridge (Dog Park)	C	3.0
19	Cynthia Moore Chestnut Park and Clark Butler Nature Preserve	C	3.0
20	Earl P. Powers	N	1.0
21	Owens-Illinois	N	2.0
22	Scott-Phifer House	H	-
23	Grove	N	2.0
24	Hawthorne Dog Park (Undeveloped)	N	2.0
25	Holden Pond	SR	-
26	Watermelon Pond	SR	-
27	Cuscowilla Nature and Retreat Center	C	6.0
28	Kate Barnes Boat Ramp at Marjorie Kinnan Rawlings Park	N	2.0
29	Lochloosa	SR	-
N = Neighborhood		C = Community	H = Historic
SR = Special Use Resource		NA = Nature	P = Pocket
		RR = Regional Resource	



Map of Alachua County Parks Level of Service with Park Development and Expansion

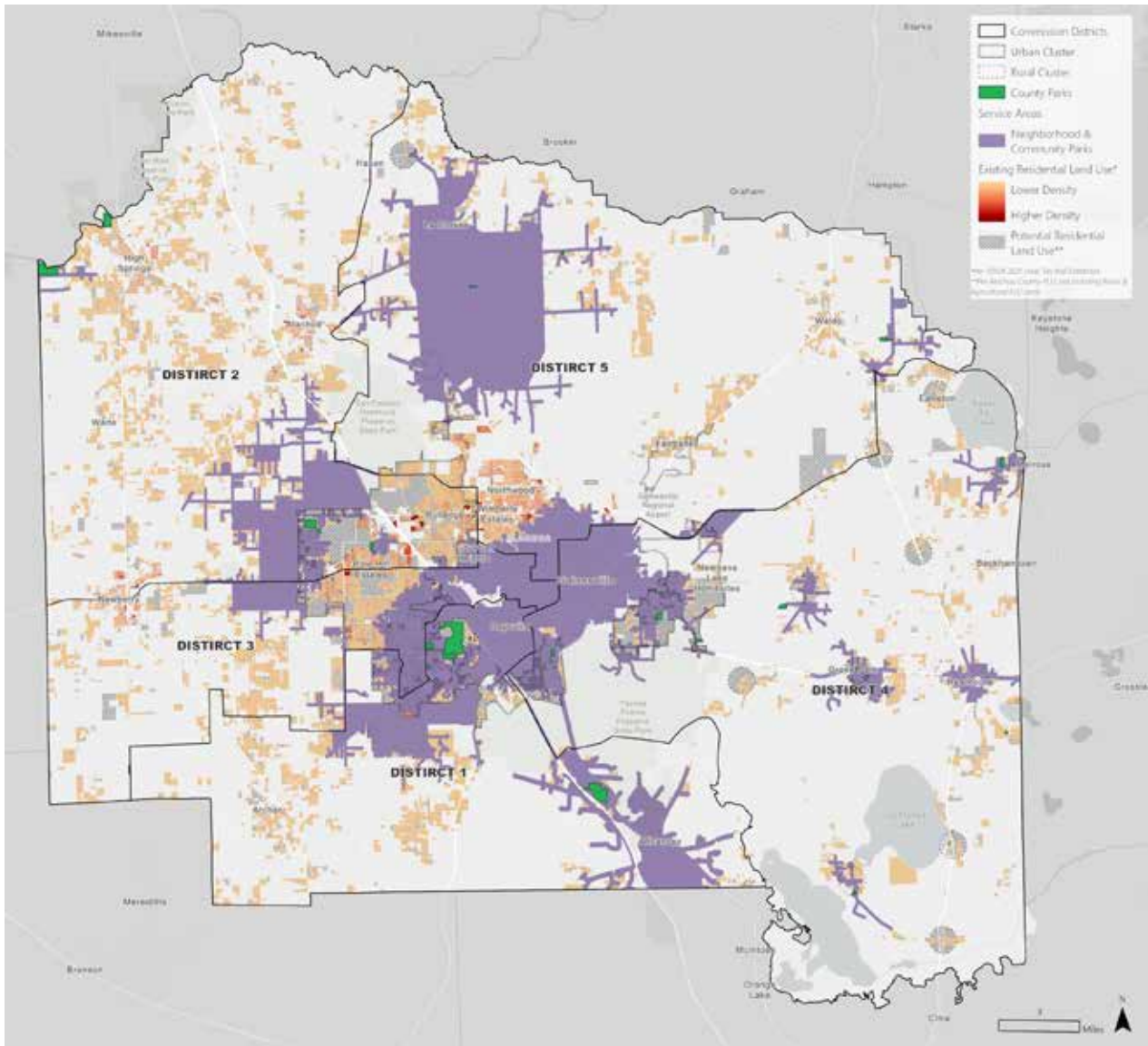


# Identifying Priority Land Acquisition Areas

## Step 1

### Step 1: Review Service Areas

- Reviewed service areas provided by existing County community and neighborhood parks (shown in purple).
- Reviewed remaining unserved current and future residential areas throughout Alachua County (shown in orange).

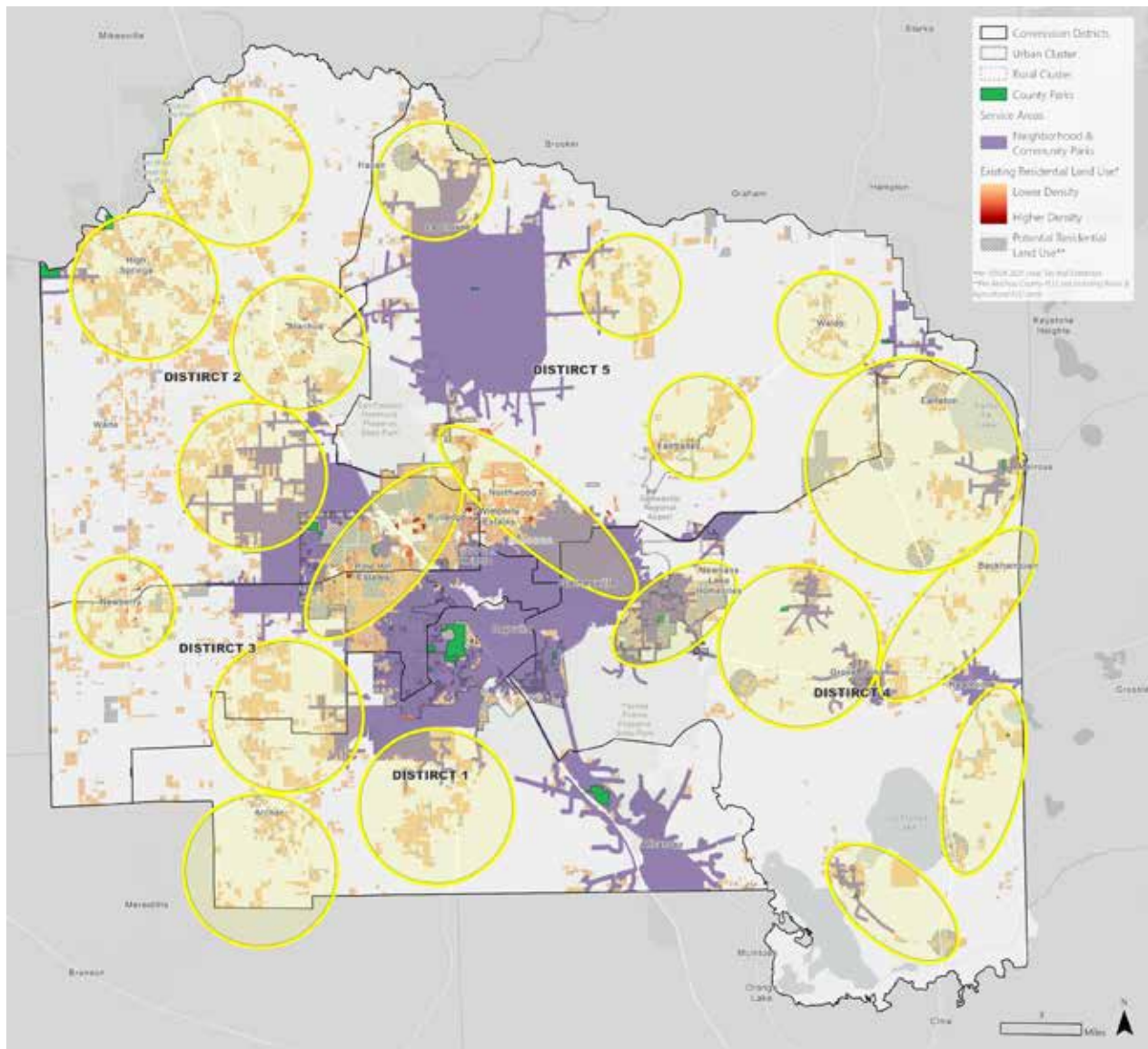


Data Credits: Alachua County, FDOR, ESRI

## Step 2

### Step 2: Highlight Significant Unserved Areas

- Highlighted groupings of unserved areas as “significant unserved areas” (shown in yellow). These areas are guided by existing and future residential land uses. These overlays served as a filter for the remaining steps of the analysis.



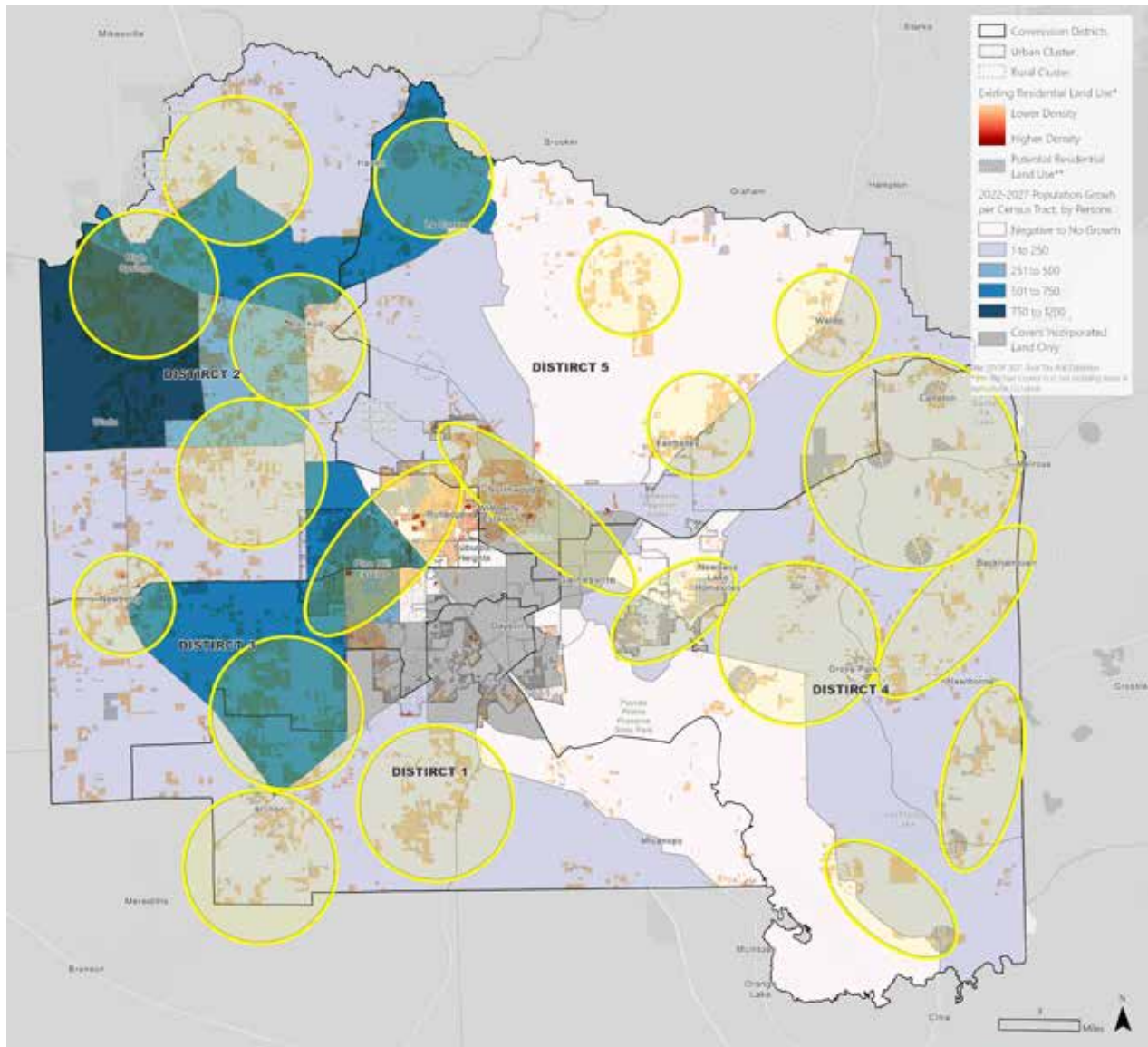
Data Credits: Alachua County, FDOR, ESRI

# Step 3

## Step 3: Review Significant Unserved Areas with Projected Population Growth

- Reviewed significant unserved areas overlays (shown in yellow) with 2022-2027 census tract level population growth projections.

Findings: The significant unserved area overlays vary in projected population growth. Additional steps were needed to narrow the geographic areas that the parks growth analysis focused on— i.e., areas that are not located within an incorporated municipal boundary or not located within conservation land.



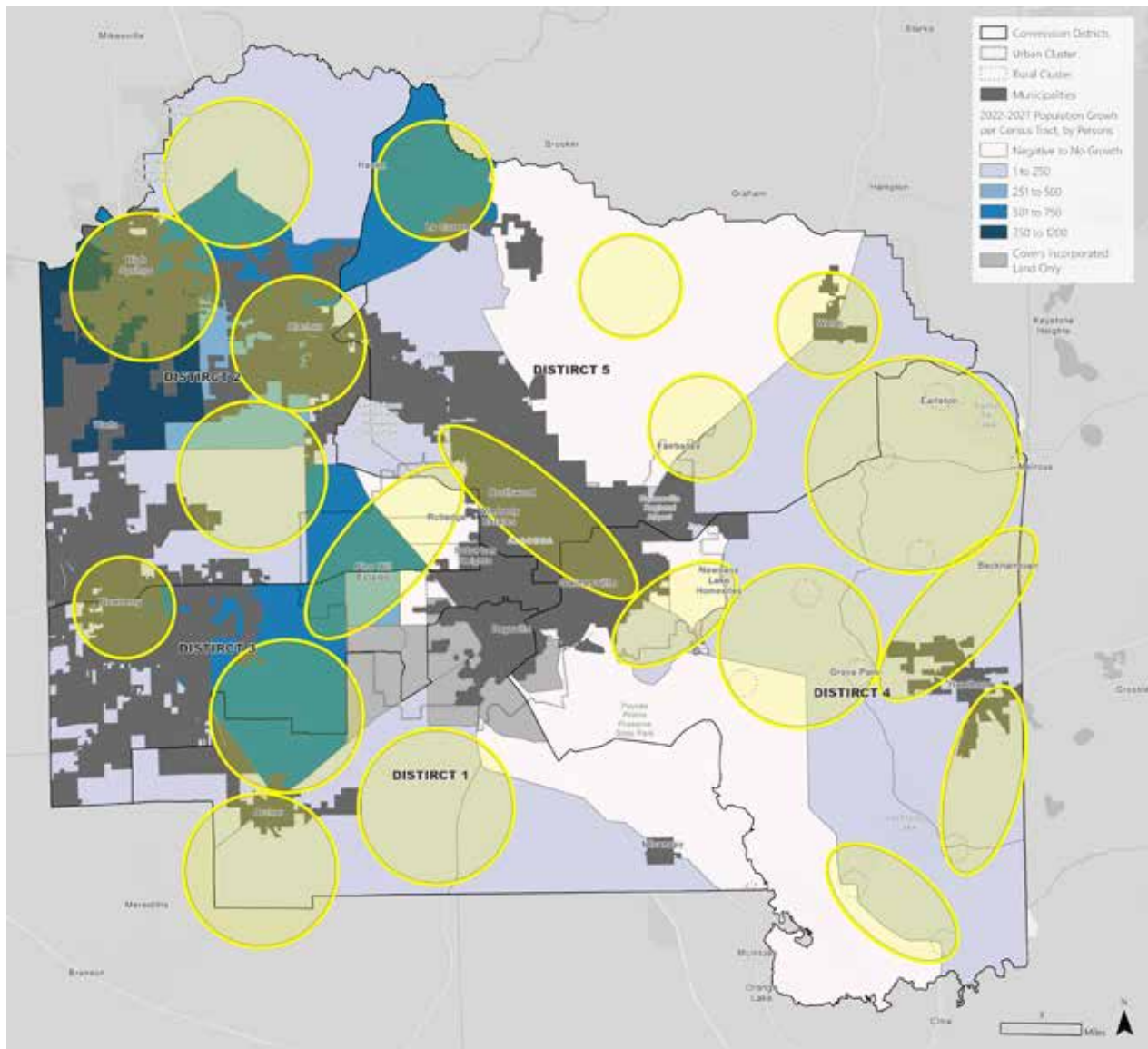
Data Credits: Alachua County, FDOR, ESRI

# Step 4

## Step 4: Review Incorporated Areas

- Added incorporated areas (shown in dark grey) for visual analysis.

Findings: Overlap of incorporated areas with the significant unserved areas overlays was sufficient to warrant use of the incorporated areas layer to further refine the geographic areas of concern.

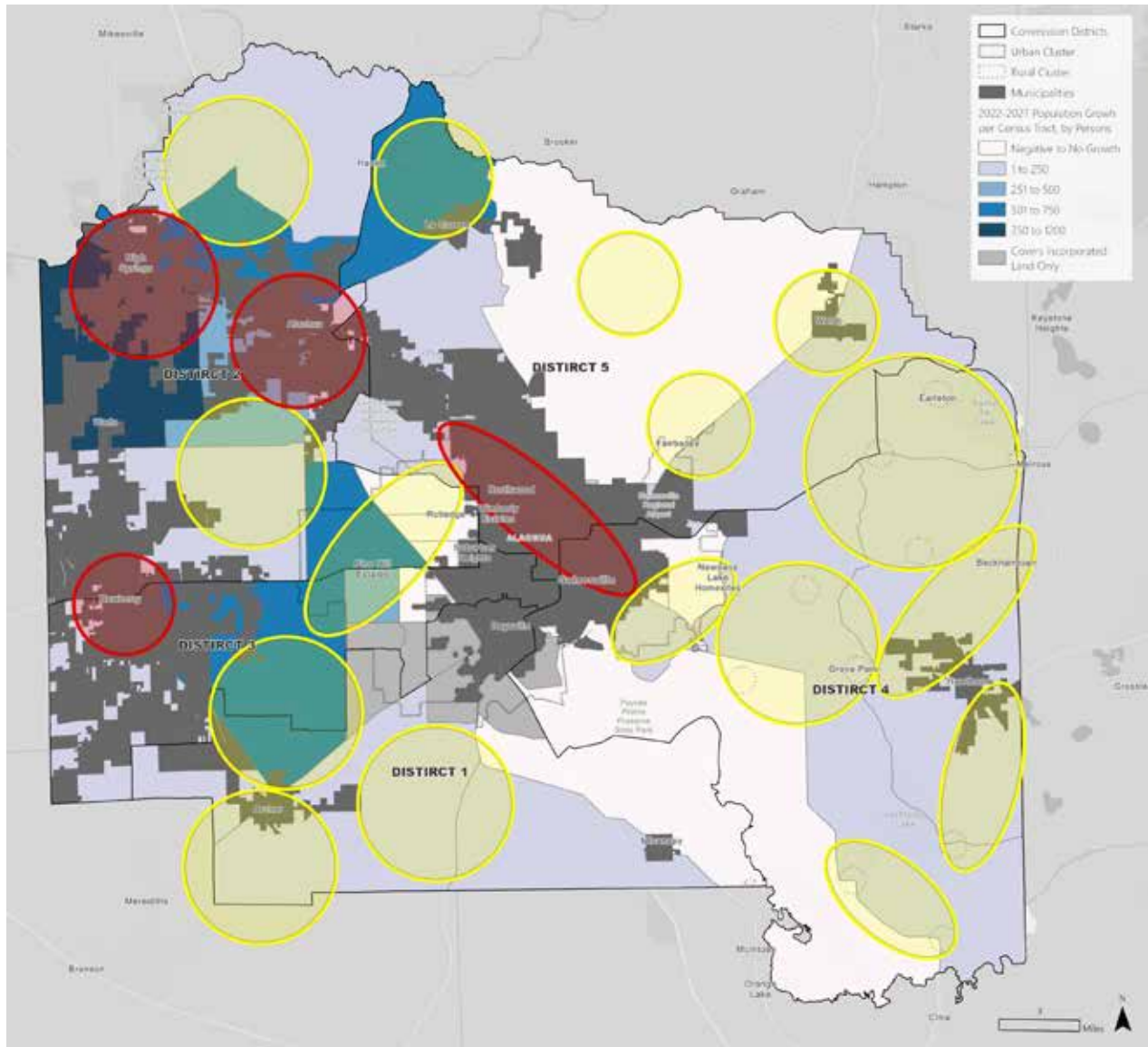


Data Credits: Alachua County, FDOR, ESRI

# Step 5

## Step 5: Remove Incorporated Areas

- Removed the significant unserved areas overlays where they are majority intersected (greater than 50% of the area) with incorporated areas. The significant unserved areas that are being removed are shown in red.



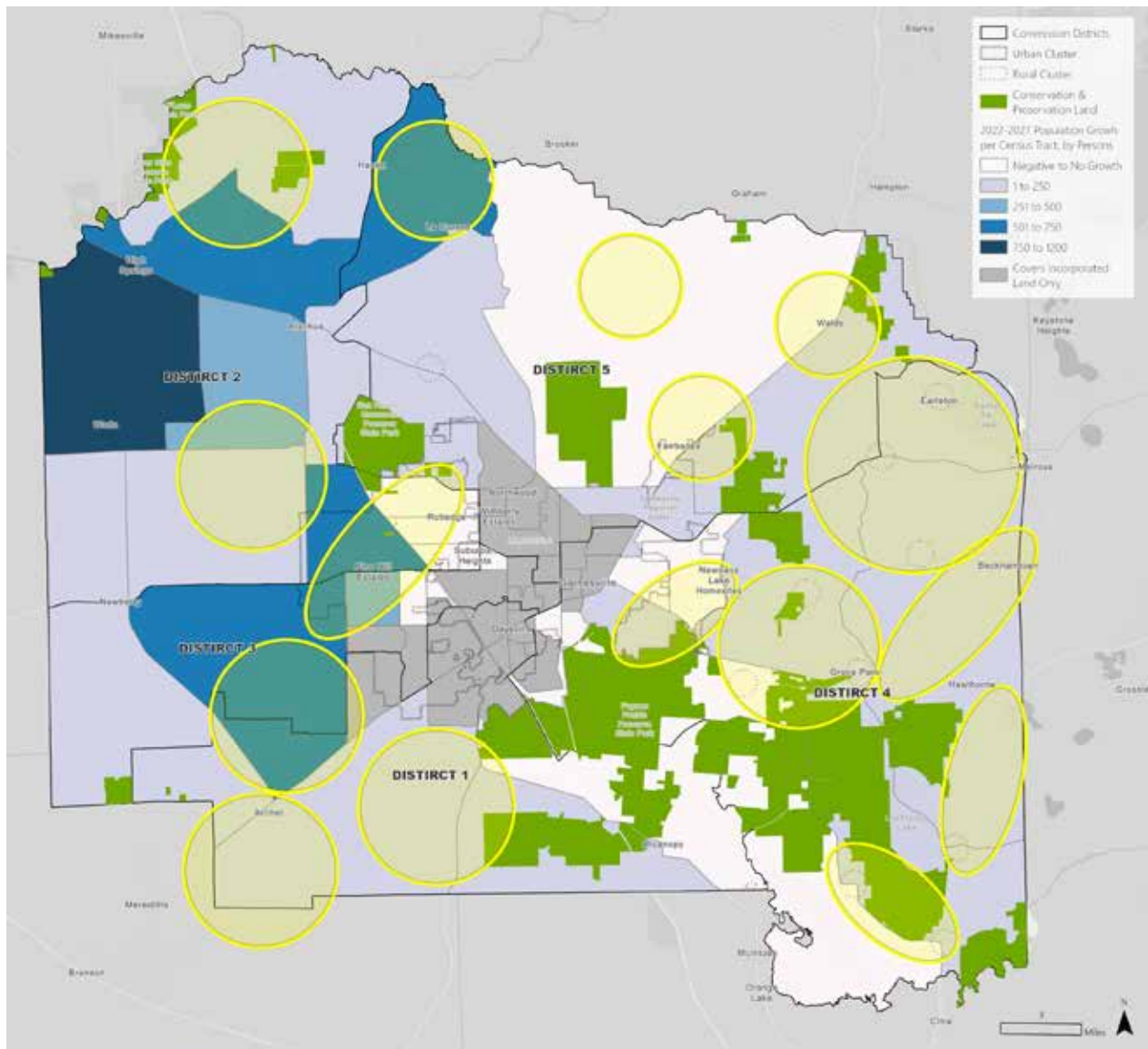
Data Credits: Alachua County, FDOR, ESRI

## Step 6

### Step 6: Review Conservation Areas

- Added conservation and preservation areas (shown in green) for visual analysis.

Findings: Overlap of conservation areas with the significant unserved areas overlays was sufficient to warrant use of the conservation areas layer to further refine the geographic areas of concern.

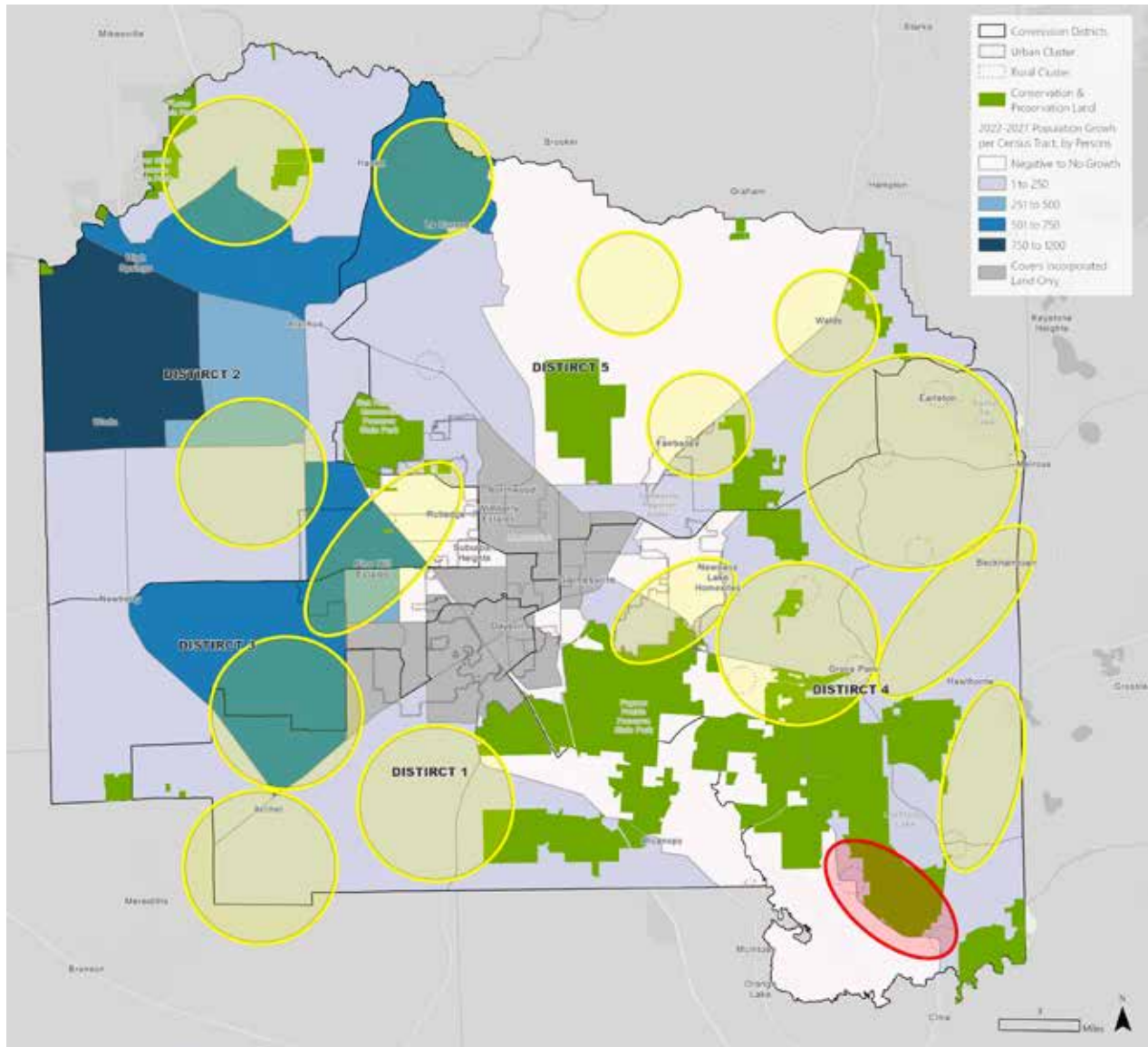


Data Credits: Alachua County, FDOR, ESRI

# Step 7

## Step 7: Remove Conservation Areas

- Removed the significant unserved areas overlays where they are majority intersected (greater than 50% of the area) with conservation areas. The significant unserved areas that are being removed are shown in red.



Data Credits: Alachua County, FDOR, ESRI

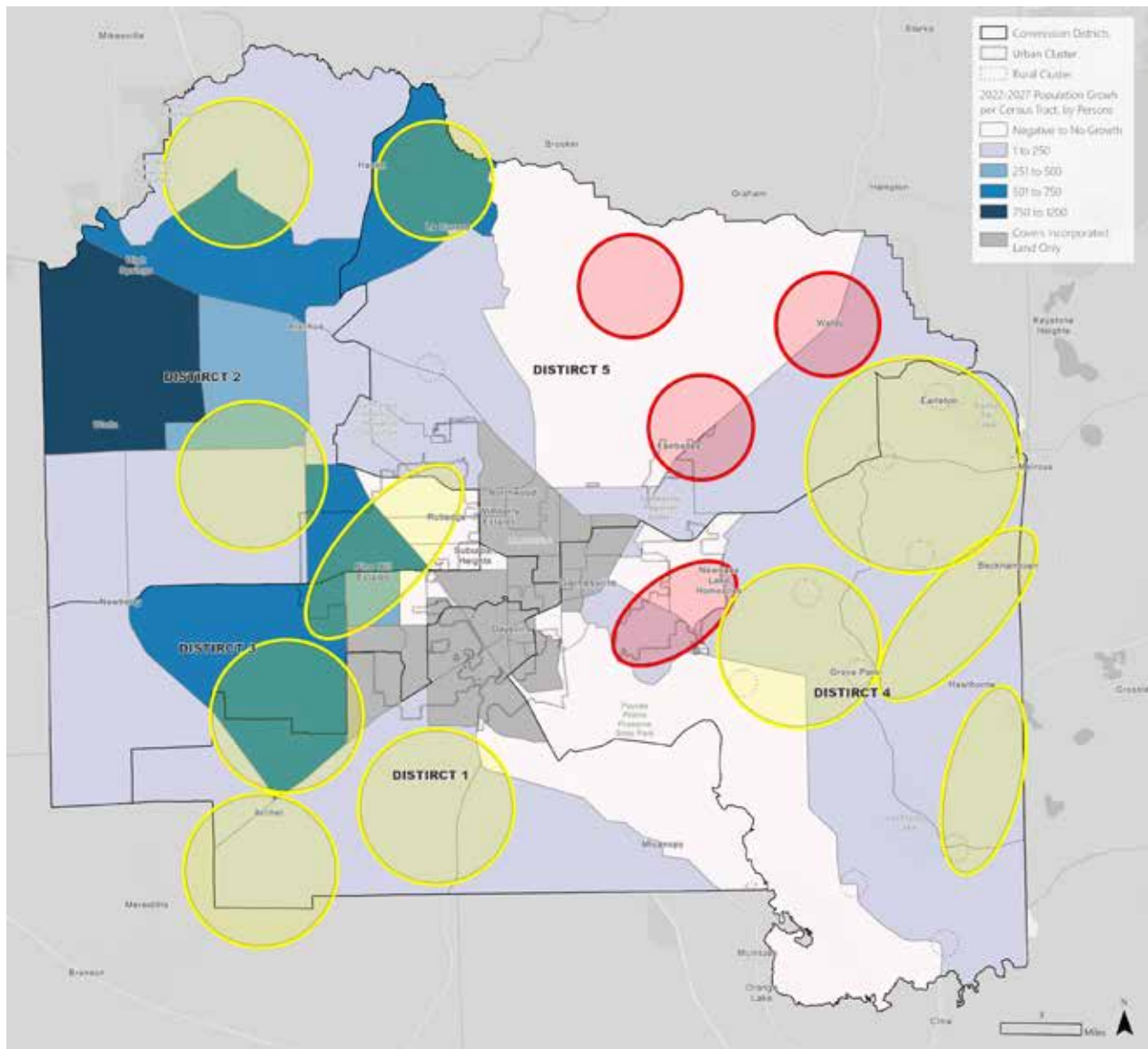


## Step 8

### Step 8: Remove Significant Unserved Areas with Low Projected Population Growth

- Reviewed the significant unserved area overlays with the filtered population growth projections.

Findings: Determined that the overlays located within the north and central east Alachua County (shown in red) should be removed from further analysis due to low projected population growth through the 2022-2027 period.



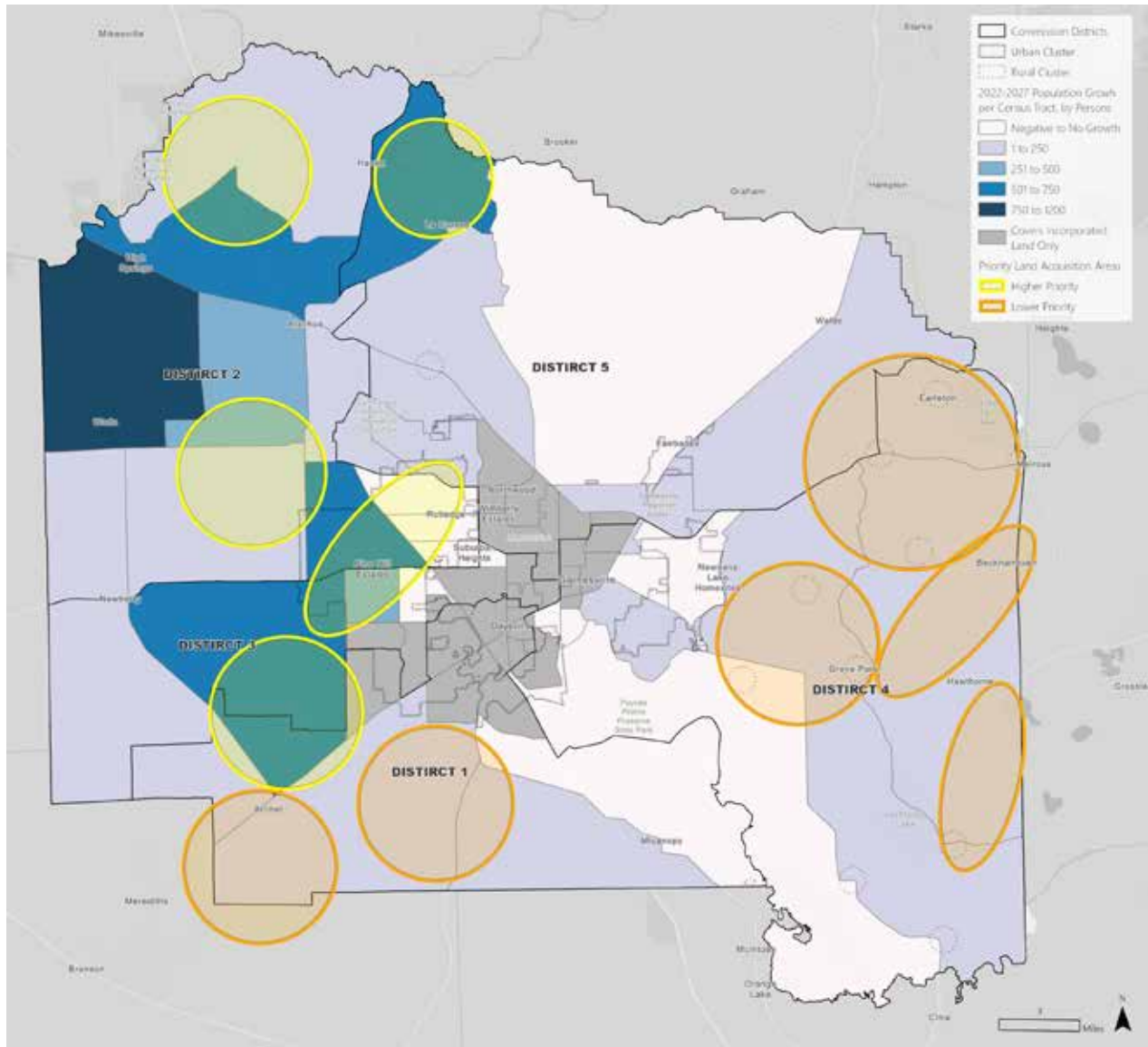
Data Credits: Alachua County, FDOR, ESRI

# Step 9

## Step 9: Prioritize Significant Unserved Areas Based On Projected Population Growth

- Reviewed the remaining significant unserved area overlays with the population growth projections and prioritize the census tracts projecting higher population growth.

Findings: Determined that the overlays located within the northwest and central west Alachua County (shown in yellow) are projecting higher population growth, and the east and southwest Alachua County (shown in orange) are projecting lower population growth through the 2022-2027 period. This helps prioritize land acquisition areas.



Data Credits: Alachua County, FDOR, ESRI

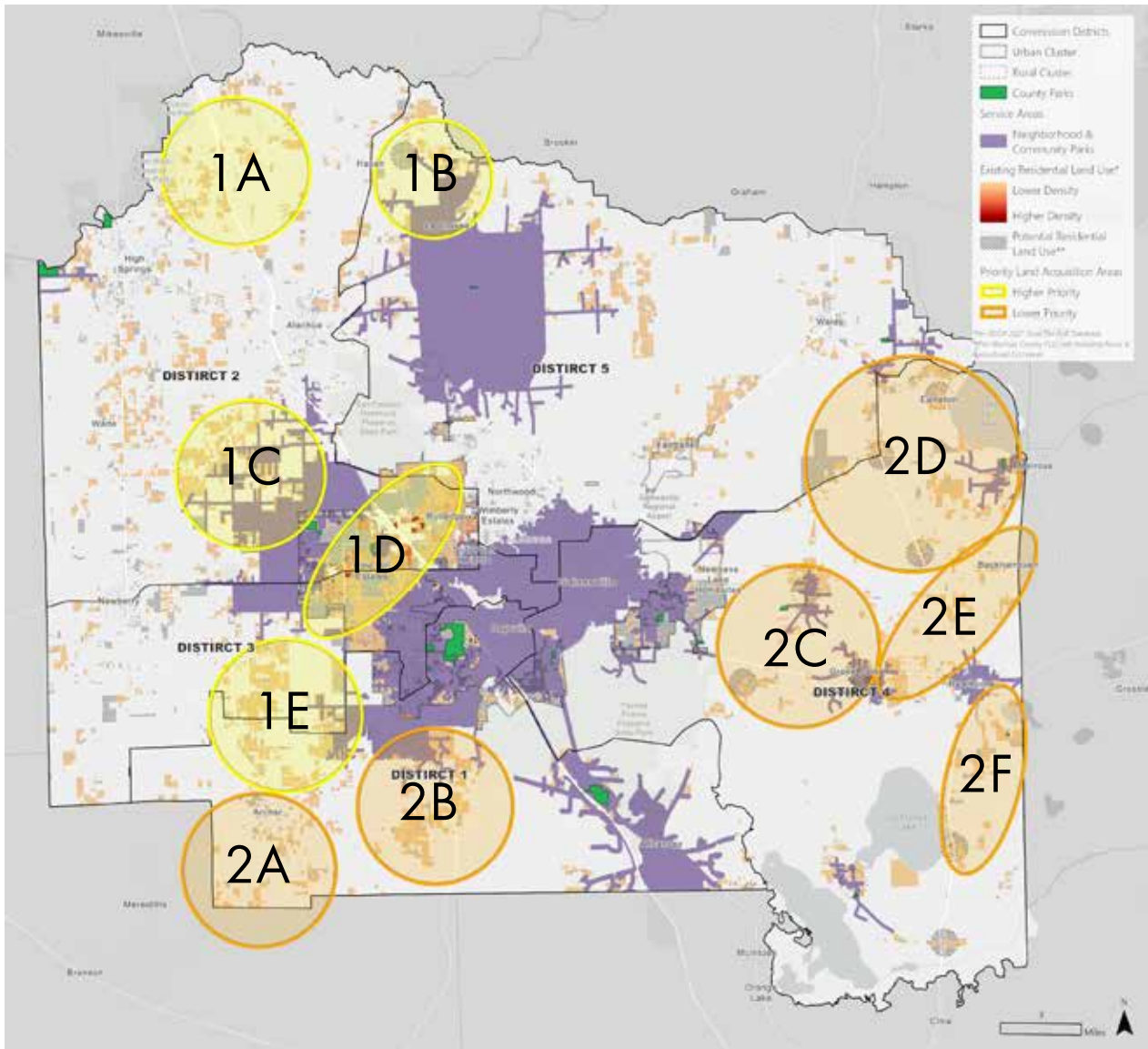
# Step 10

## Step 10: Review Remaining Significant Unserved Areas for Land Acquisition

- Reviewed the significant unserved area overlays with the filtered population growth projections.

Findings: The priority land acquisition areas were identified per County Commission District.

- Commission District 1: Areas 1E, 2A, 2B
- Commission District 2: Areas 1A, 1C, 1D
- Commission District 3: Areas 1D, 1E
- Commission District 4: Areas 2C, 2D, 2E, 2F
- Commission District 5: Areas 1B, 1D, 2D



Data Credits: Alachua County, FDOR, ESRI



# Land Acquisition Scenarios

The 10-step Priority Land Acquisition Process identified key significant unserved areas within Alachua County. The following Land Acquisition Scenarios have been developed to fill the existing gaps in service and provide equitable geographic access to parks for all Alachua County residents.

Land Acquisition Scenarios developed focus on three strategies:

- **Scenario 1:** Acquiring and Developing New Neighborhood Parks
- **Scenario 2:** Acquiring and Developing New Community Parks
- **Scenario 3:** Acquiring and Developing a mix of New Neighborhood Parks and New Community Parks

Service areas shown within these scenarios account for the new established geographic level of service standards.

## NEIGHBORHOOD PARKS

- Urban: 1-mile
- Rural: 2-miles

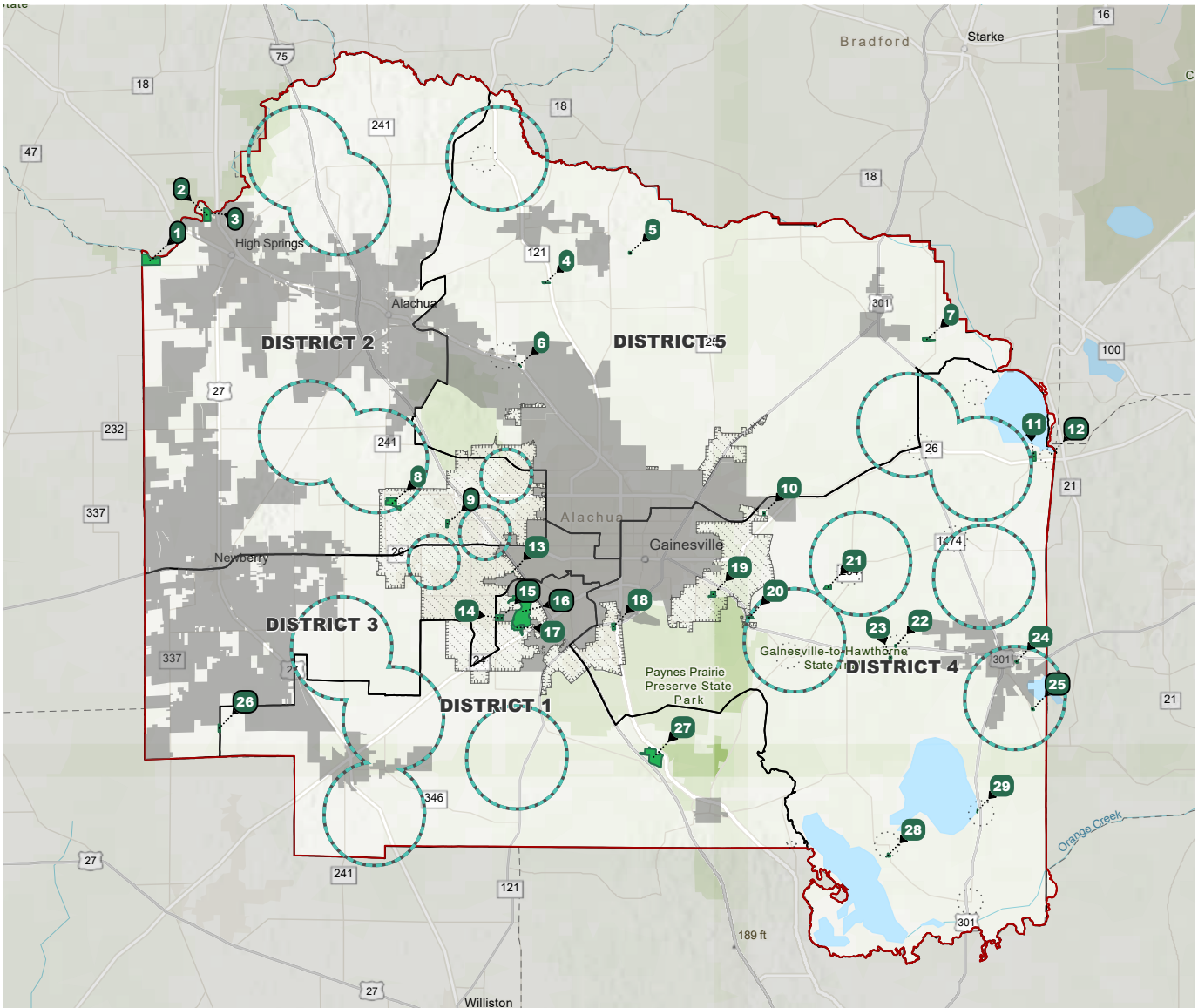
## COMMUNITY PARKS

- Urban: 3-miles
- Rural: 6-miles

Scenarios shown are general guides for future park locations, not identification of individual parcels. For this reason, general radii of potential levels of service have been shown, rather than specific network-based coverage, which would vary based on exact parcel location. Scenarios developed here are to be used for planning purposes only, with exact impacts of land acquisition to be determined on a case-by-case basis.

# Scenario 1: New Neighborhood Parks

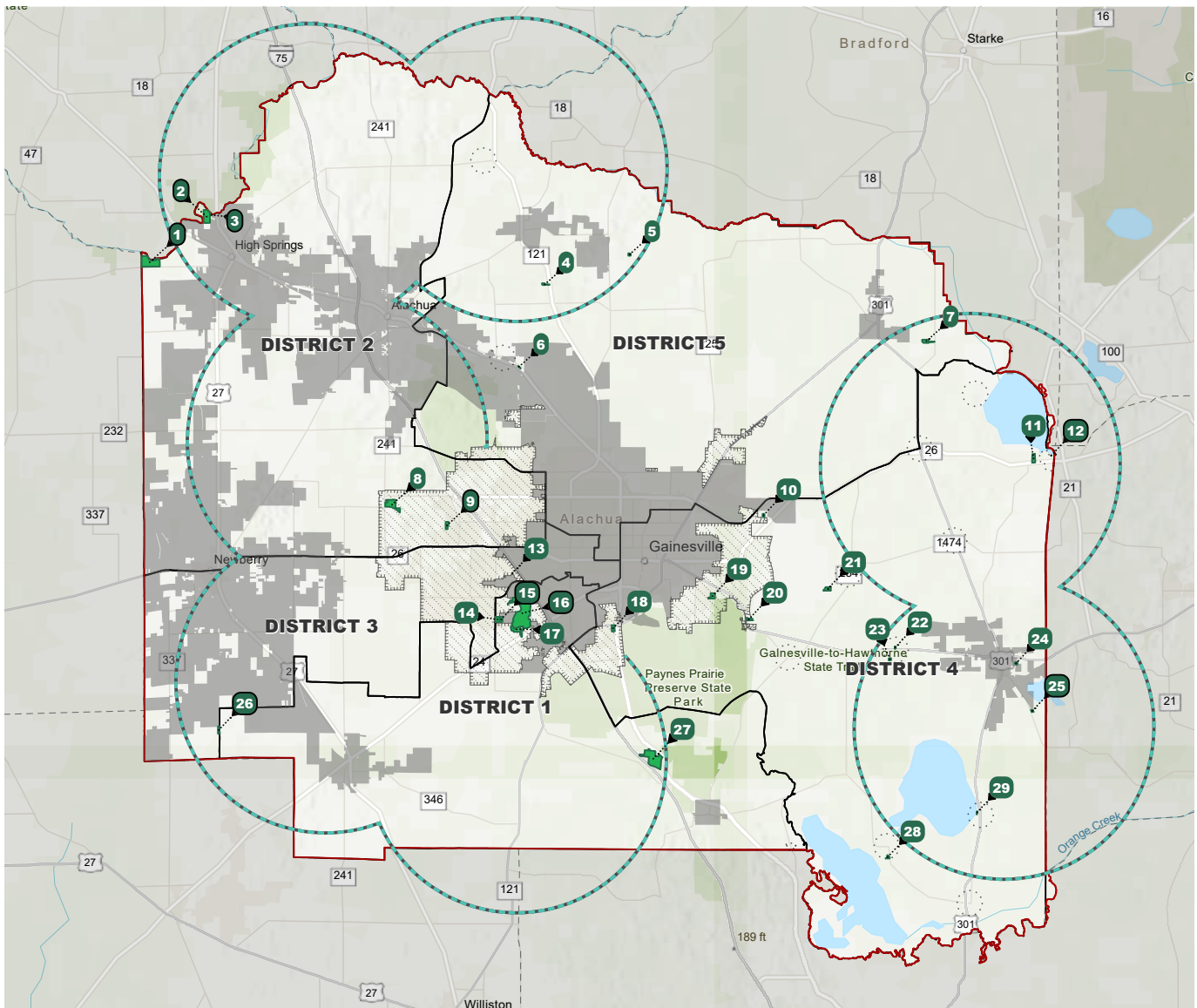
This scenario fills in the identified key significant unserved areas solely with new Neighborhood Parks. While it is possible to plug gaps with Neighborhood Parks, this requires many new parks and is an efficient service delivery model, as it is simpler to consolidate amenities to community parks and maintain a smaller number of parks.



Data Credits: Alachua County, FDOR, ESRI

## Scenario 2: New Community Parks

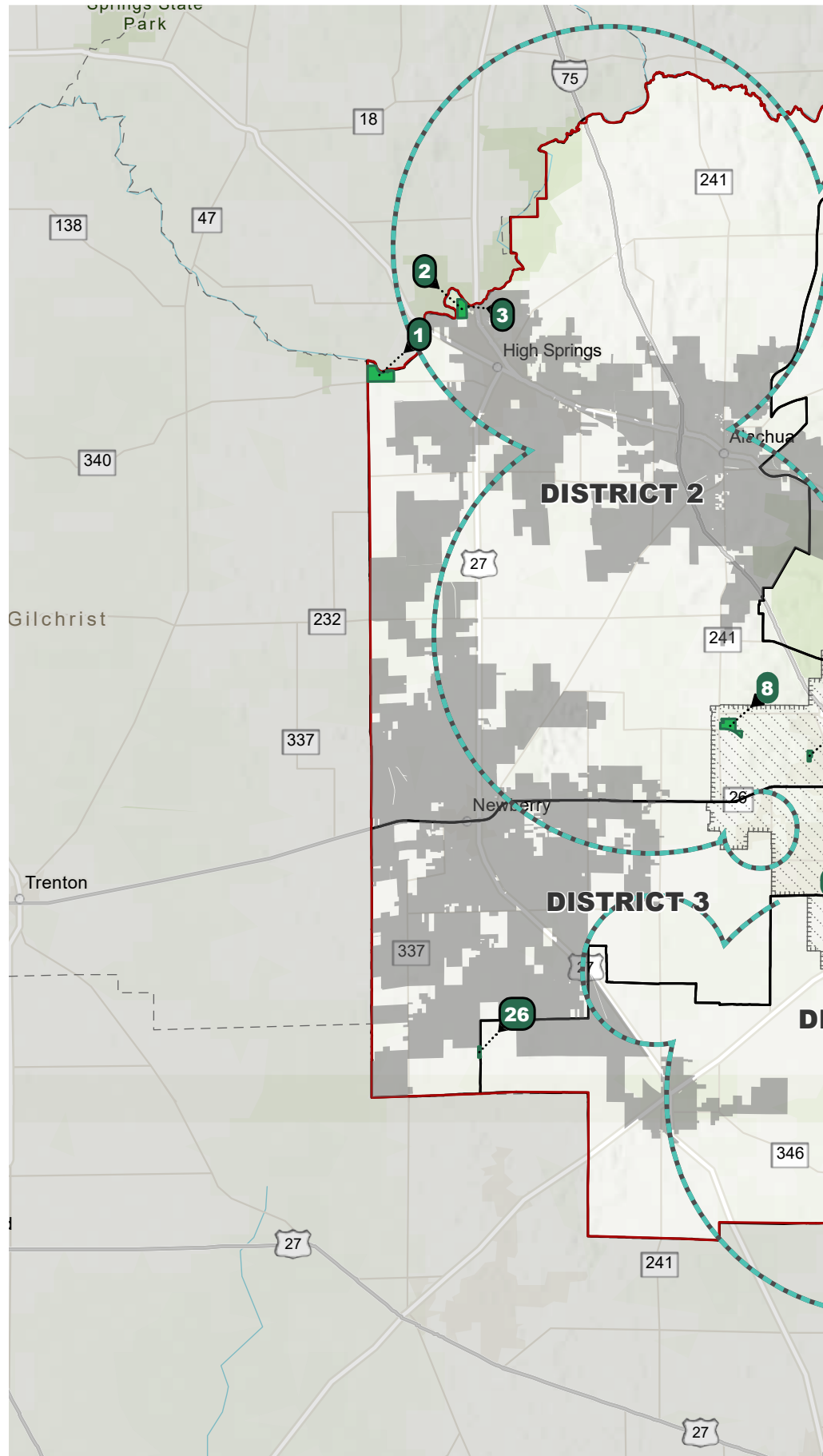
This scenario fills the identified key significant unserved areas with new community parks. While this is a more efficient service delivery model in that it requires a fewer number of parks and more consolidated services, this approach may not be applicable in all areas particularly, areas near other community parks or where large tracts of land may not be readily available.



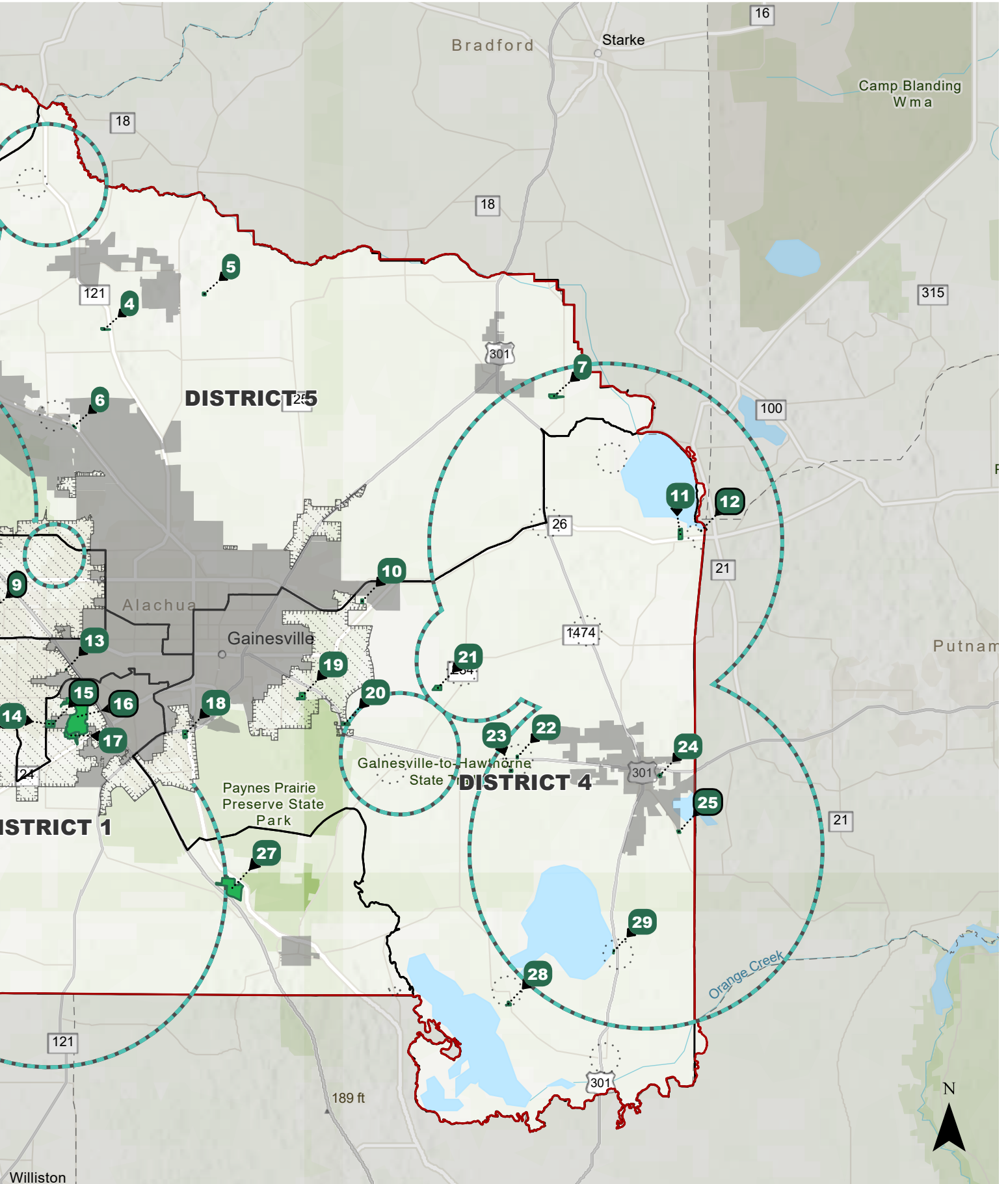
Data Credits: Alachua County, FDOR, ESRI

## Scenario 3: Recommended Mixed Approach

A mix of new neighborhood and community parks is responsive to the needs of the community by providing a mix of amenities and responding to the availability of land throughout the County. This approach allows more rural areas to be served by centralized Community Parks, which will provide a wide range of amenities, including sports fields. Smaller Neighborhood Parks provide access to amenities closer to larger residential hubs where residents may not have much of their own land, and large tracts of land may not be readily available for acquisition. This approach assumed the acquisition and expansion of land surrounding Cellon Oak for the development of a larger Community Park. If not possible, it is recommended that a different Community Park be established near it to provide service within this area.







# 3.2 **IMPLEMENTATION**



The Alachua County Parks & Open Space Master Plan provides a blueprint for the future of Alachua County parks. The following implementation section provides a Capital Improvements Plan to provide planning guidance for the implementation of recommendations set forth within the Vision.

# Park Land Acquisition

## METHODOLOGY

Based on the Vision developed through this Master Planning process, in order to extend appropriate access and level of service to the currently unserved residential areas within Alachua County, it is anticipated that the following park land should be acquired:

### Neighborhood Parks (min. 5 acres)

- 2 - Urban Neighborhood Parks (within Urban Cluster)
- 4 - Rural Neighborhood Parks (outside Urban Cluster)

### Community Parks (min. 20 acres)

- 5 - Rural Community Parks (outside Urban Cluster)

A land price analysis was developed to determine land acquisition cost in Alachua County. The analysis measured the potential sale price for all vacant land within Alachua County—including vacant residential, commercial, industrial, agriculture, institutional, and government land—and estimated the price per acre for each land use category. To estimate the cost for acquiring park lands within the County, an aggregate average of the price per acre for these vacant properties was applied. This analysis also examined the cost per acre within and outside the urban service boundary using a similar methodology. The analysis revealed that the cost per acre is much higher within the urban service boundary which may be attributed to the availability of utilities and services within the urban service cluster. Additionally, since the price per acre for land acquisition generally decreases with larger acreage purchases, it can be inferred that the price per acre is higher for a neighborhood park versus a community park.

Park Type	Acreage Min.	Cost per Acre	Assumed Parcel Cost
<b>Urban Parks</b>			
Neighborhood Park	5	\$74,600	\$373,000
Community Park	20	\$36,800	\$736,000
<b>Rural Parks</b>			
Neighborhood Park	5	\$49,400	\$247,000
Community Park	20	\$27,800	\$556,000
<i>Based on Alachua County recent vacant land sales (2021-2022)</i>			

# Capital Improvement Plan

## COUNTYWIDE SUMMARY CAPITAL IMPROVEMENT PLAN

District 1	Improvements	Projection			Operation & Maintenance
		Short	Mid	Long	
	Short Projection Total	\$3,847,500			\$193,000
	Mid Projection Total		\$17,664,000		\$720,000
	Long Projection Total				
	<b>Total Budget</b>	<b>\$21,511,500</b>			<b>\$913,000</b>
<b>District 2</b>					
	Short Projection Total	\$13,121,000			\$150,000
	Mid Projection Total		\$3,233,000		\$143,000
	Long Projection Total			\$110,000	
	<b>Total Budget</b>	<b>\$16,464,000</b>			<b>\$293,000</b>
<b>District 3</b>					
	Short Projection Total	\$6,466,000			\$150,000
	Mid Projection Total		\$3,520,000		\$75,000
	Long Projection Total				
	<b>Total Budget</b>	<b>\$9,986,000</b>			<b>\$225,000</b>
<b>District 4</b>					
	Short Projection Total	\$29,874,250			\$1,268,000
	Mid Projection Total		\$45,000		
	Long Projection Total				
	<b>Total Budget</b>	<b>\$29,919,250</b>			<b>\$1,268,000</b>
<b>District 5</b>					
	Short Projection Total	\$9,861,500			\$720,000
	Mid Projection Total		\$210,000		
	Long Projection Total				
	<b>Total Budget</b>	<b>\$10,071,500</b>			<b>\$720,000</b>
<b>CIP Grand Total</b>					
	<b>CIP Grand Total</b>	<b>\$87,952,250</b>			<b>\$3,419,000</b>

Note: The projects listed above are example projects based on the Parks Master Plan. The budgets and timeframes are estimates with the intention provide the Parks & Open Space Department with flexibility to allocate funds for all future projects.

## CAPITAL IMPROVEMENTS PLAN BY DISTRICT

Improvements		Projection			Operation & Maintenance
District 1		Short	Mid	Long	
Cuscowilla Nature and Retreat Center	Amenity Enhancements, Public Access	\$500,000			
	Design & Permitting	\$75,000			
Veterans Memorial Park	Amenity Enhancements, Public Access Improvements	\$2,975,000			\$193,000
	Design & Permitting	\$297,500			
New Rural Community Park (1E)	Land Acquisition		\$498,000		\$240,000
	Design & Permitting		\$490,000		
	Implementation		\$4,900,000		
New Rural Community Park (2A)	Land Acquisition		\$498,000		\$240,000
	Design & Permitting		\$490,000		
	Implementation		\$4,900,000		
New Rural Community Park (2B)	Land Acquisition		\$498,000		\$240,000
	Design & Permitting		\$490,000		
	Implementation		\$4,900,000		
Short Projection Total		\$3,847,500			\$193,000
Mid Projection Total			\$17,664,000		\$720,000
Long Projection Total					
<b>Total Budget</b>			<b>\$21,511,500</b>		<b>\$913,000</b>

Improvements		Projection			Operation & Maintenance
District 2		Short	Mid	Long	
Jane B. Walker Park	Pedestrian & Amenity Improvements	\$155,000			
	Neighborhood Amenities	\$300,000			
	Design & Permitting	\$30,000			
Poe Springs	Neighborhood Amenities	\$750,000			
	Design & Permitting	\$75,000			
New Urban Neighborhood Park (1D)	Land Acquisition		\$373,000		\$143,000
	Design & Permitting		\$260,000		
	Implementation		\$2,600,000		
New Rural Community Park (1A)	Land Acquisition	\$498,000			\$75,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
New Rural Community Park (1C)	Land Acquisition	\$498,000			\$75,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
Rotary Park @ Jonesville	Pedestrian Access Improvements	\$25,000			
McCall Park	Pedestrian Amenity Improvements			\$95,000	
	Signage			\$15,000	
High Springs Boat Ramp	Signage	\$10,000			
Short Projection Total		\$13,121,000			\$150,000
Mid Projection Total			\$3,233,000		\$143,000
Long Projection Total				\$110,000	
<b>Total Budget</b>			<b>\$16,464,000</b>		<b>\$293,000</b>

Improvements		Projection			Operation & Maintenance
District 3		Short	Mid	Long	
New Urban Neighborhood Park (1E)	Land Acquisition	\$373,000			\$75,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
GRU Wetland Park	Amenities, Infrastructure Improvements		\$3,200,000		\$75,000
	Design & Permitting		\$320,000		
New Urban Neighborhood Park (1D)	Land Acquisition	\$373,000			\$75,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
Short Projection Total		\$6,466,000			\$150,000
Mid Projection Total			\$3,520,000		\$75,000
Long Projection Total					
<b>Total Budget</b>			<b>\$9,986,000</b>		<b>\$225,000</b>



Improvements		Projection			Operation & Maintenance
District 4		Short	Mid	Long	
Copeland Park	Play Amenities	\$350,000			
Cynthia Moore Chestnut Park & Clark Butler Nature Preserve	Stormwater Improvements & Community Amenities	\$600,000			
	Signage	\$10,000			
	Design & Permitting	\$60,000			
Kate Barnes Boat Ramp @ Marjorie Kinnan Rawlings Park	Amenity Enhancements	\$500,000			
	Design & Permitting	\$50,000			
	Nature Trail & Signage	\$10,000			
	Pedestrian Enhancements		\$45,000		
Holden Pond Park	Amenity Enhancements	\$400,000			
	Signage	\$10,000			
	Design & Permitting	\$60,000			
Lochloosa Park	Grading & Stabilization Improvements	\$65,000			
	Signage	\$10,000			
Hawthorne Dog Park	Neighborhood Park Amenities	\$730,000			
	Design & Permitting	\$73,000			
Squirrel Ridge Park	Pedestrian Enhancements	\$55,000			
	Design & Permitting	\$11,000			
Santa Fe Lake	Pedestrian Enhancements	\$75,000			
	Design & Permitting	\$18,750			
Earl P. Powers Park	Complete accessible circulation	\$10,000			
	Signage	\$10,000			
Owens-Illinois	Boardwalk Improvements	\$75,000			
	Design & Permitting	\$22,500			
Melrose Boat Ramp	Signage	\$10,000			

Improvements		Projection			Operation & Maintenance
District 4 (cont.)		Short	Mid	Long	
New Rural Neighborhood Park (H)	Land Acquisition	\$247,000			\$308,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
New Rural Community Parks (2C)	Land Acquisition	\$498,000			\$240,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
New Rural Community Parks (2D)	Land Acquisition	\$498,000			\$240,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
New Rural Community Parks (2E)	Land Acquisition	\$498,000			\$240,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
New Rural Community Parks (2F)	Land Acquisition	\$498,000			\$240,000
	Design & Permitting	\$490,000			
	Implementation	\$4,900,000			
Short Projection Total		\$29,874,250			\$1,268,000
Mid Projection Total			\$45,000		
Long Projection Total					
<b>Total Budget</b>			<b>\$29,919,250</b>		<b>\$1,268,000</b>

Improvements		Projection			Operation & Maintenance
District 5		Short	Mid	Long	
Monteocha Park	Amenity & Pedestrian Enhancements	\$405,000			
	Design & Permitting	\$40,500			
	Pavilions		\$100,000		
DeSoto Park	Amenity Enhancements		\$45,000		
	Design & Permitting		\$15,000		
Cellon Oak	Pavilions		\$50,000		
	Signage	\$10,000			
Lake Alto	Pavilion	\$75,000			
	Signage	\$10,000			
New Rural Neighborhood Park (1B)	Land Acquisition	\$247,000			\$240,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
New Rural Neighborhood Park (1D)	Land Acquisition	\$247,000			\$240,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
New Rural Neighborhood Park (2D)	Land Acquisition	\$247,000			\$240,000
	Design & Permitting	\$260,000			
	Implementation	\$2,600,000			
Short Projection Total		\$9,861,500			\$720,000
Mid Projection Total			\$210,000		
Long Projection Total					
<b>Total Budget</b>			<b>\$10,071,500</b>		<b>\$720,000</b>

**COMMUNITY  
SOLUTIONS  
GROUP**

GAI Consultants, Inc.  
618 East South Street, Suite 700  
Orlando, Florida 32801  
(407) 423-839



# **Z24-000010: County Initiated Text Amendment to Alachua County Comprehensive Plan to Update Capital Improvements Project Schedules**

**Local Planning Agency Public Hearing  
November 20, 2024**

Chris Dawson, Principal Planner  
Ivy Bell, Senior Planner  
Alachua County Growth Management Department

# Background

- Florida Statutes Section 163,3177 (3)(a) requires that local comprehensive plans contain a Capital Improvements Element which considers the need for and the location of public facilities.
- The Element must contain a schedule of publicly funded capital improvement projects that are necessary to ensure that any adopted level of service standards are achieved and maintained for at least a 5-year period.
- The capital improvements schedule must include an estimate of public facility costs, a delineation of when facilities will be needed, the general location of facilities, and the projected revenue sources to fund the facilities.
- The statute requires that the capital improvements element be reviewed on an annual basis and updated if necessary.

# Background

- The adopted Comprehensive Plan Capital Improvements Element contains schedules of capital improvement projects for multimodal transportation, recreation, and public schools.
- The adopted schedules are no longer current and need to be updated for consistency with other adopted ordinances and plans such as:
  - Alachua County FY 2025 Budget, Capital Improvements Program
  - Transportation Impact Fee/Mobility Fee Ordinances
  - Recreation Master Plan
  - Alachua County School District 5-Year Facilities Workplan

# Capital Improvement Project Table Updates – Transportation

- County Commission Adopted a Mobility Fee to replace the Multi-modal Transportation Mitigation in November 2023
  - Mobility Fee is like an impact fee, but funds projects that provide mobility throughout the County
  - Mobility Fee is based, in part, on the projects that the County adopts to provide that mobility
  - Fee went into effect on March 1, 2024
- This update includes the project lists included in the adopted Mobility Fee

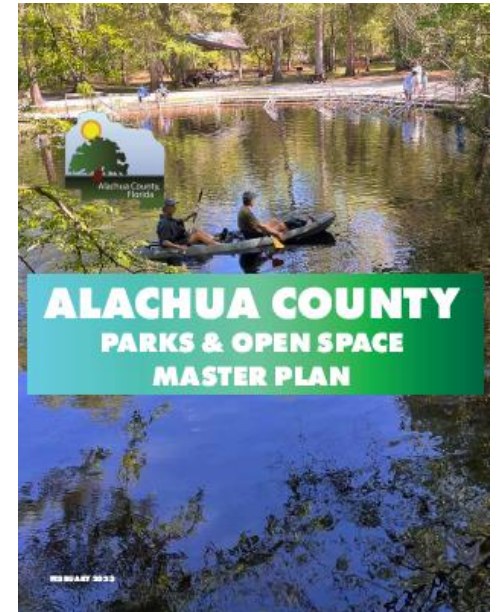


# Capital Improvement Project Table Updates – Transportation

- Transportation Projects are identified for certain timeframes, not for specific years
- Generally, current tables are replaced with new tables with similar types of projects
- Update includes one new Table (1e) that identifies a new set of project types that can be funded with the Mobility Fee
  - Not specific projects, but types of projects
  - Specific projects for any given fiscal year are identified in the Boards adopted Capital Improvement Plan as part of its budget

# Capital Improvement Project Table Updates– Recreation

- Alachua County completed a Parks and Open Space Master Plan in 2023 which serves as a guide for planning and funding of recreation capital improvements.
- 10-Year Wild Spaces Public Places (WSPP) 1-cent infrastructure surtax passed in 2022 (½ cent to parks and conservation lands).
- WSPP surtax will help to realize the long-range vision of the Parks Master Plan by providing funding for improvements to existing facilities and for new recreation facilities.

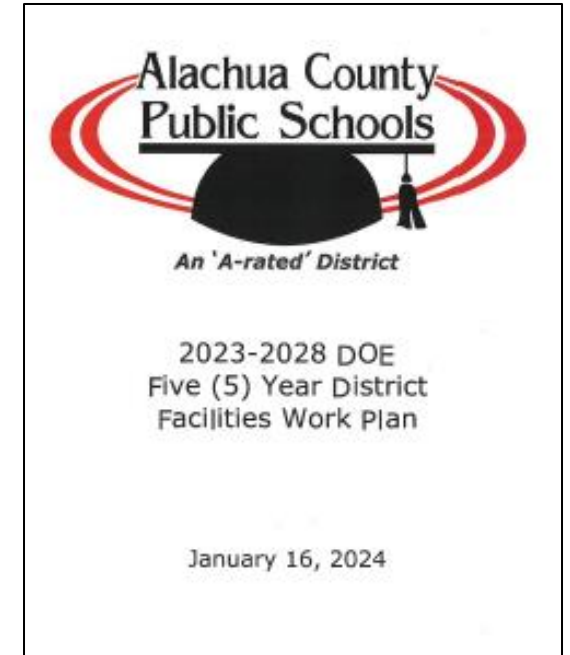


# Capital Improvement Project Table Updates– Recreation

- Project tables in adopted Comprehensive Plan are no longer current and are proposed to be updated for consistency with adopted County budget capital improvements program.
- Key parks projects identified in capital improvements program for Fiscal Years 2025 to 2029:
  - West End – Acquisition and site improvements
  - Jonesville Park – Soccer stadium and pickleball courts
  - Cuscowilla – Amenity enhancements
  - Copeland Park – Playground amenities
  - Montechoa Park – Amenity enhancements

# Capital Improvement Project Table Updates– Public Schools

- Project table in adopted Comprehensive Plan is no longer current and is proposed to be updated for consistency with School Board 5-Year District Facilities Work Plan for 2023-2028.
- Updates are required per Comp Plan Public School Facilities Element and Schools Interlocal Agreement
- One public school capacity project included in capital improvements program for five-year period:
  - Littlewood Elementary: 2 new classroom buildings and 49 new and renovated classrooms (in progress)



# Staff Recommendation for Planning Commission

Recommend that the Board of County Commissioners approve transmittal of Comprehensive Plan Amendment Z24-000010 to the state land planning agency and other agencies for expedited state review pursuant to Sec. 163.3184, Florida Statutes.

# Questions and Discussion



# ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT STAFF REPORT

**Application Number: Z24-000011**

Staff Contact: Ben Chumley, Principal Planner or Ivy Bell, Senior Planner, (352) 374-5249

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**SUBJECT:** County-initiated text amendment to the Alachua County Comprehensive Plan Future Land Use and Housing Elements to establish inclusionary housing requirements for certain land use actions and voluntary inclusionary housing incentives for Transit Oriented Developments and Traditional Neighborhood Developments, and to revise policies relating to potential incentives available for affordable housing.

**APPLICANT/AGENT:** Alachua County Board of County Commissioners

**CHRONOLOGY:** Local Planning Agency Hearing: November 20, 2024  
County Commission Transmittal Hearing: TBD  
County Commission Adoption Hearing: TBD

**STAFF RECOMMENDATION:** Approve transmittal to the State Land Planning Agency and other agencies for review and comment.

**LPA RECOMMENDATION:**

**BoCC ACTION (transmittal):**

**BoCC ACTION (adoption):**

**Staff Report Exhibits:** [Exhibit 1 – Proposed text amendments to the Alachua County Comprehensive Plan](#)  
[Exhibit 2 - Florida Housing Coalition Report #1 - Inclusionary Housing in Alachua County: Framing the Need and Context \(web link\)](#)  
[Exhibit 3 - Florida Housing Coalition Report #2 - Inclusionary Housing in Alachua County: Analyzing Capacity and Resources \(web link\)](#)  
[Exhibit 4 - Florida Housing Coalition Report #3 - Final Recommendations and Requested Research Topics \(web link\)](#)

## **INTRODUCTION**

Application Z24-000011 is a County-initiated text amendment to the Alachua County Comprehensive Plan Future Land Use Element to add policies to establishing inclusionary housing requirements for providing affordable housing in connection with certain land use actions, and establishing inclusionary housing incentives for providing affordable housing as part of Transit Oriented Developments (TOD) and Traditional Neighborhood Developments (TND). The proposed amendment also revises policies in the Housing Element relating to potential regulatory incentives to promote the development of affordable housing and expand the target income levels for those incentives.

## **SUMMARY OF PROPOSED AMENDMENT**

The proposed amendment to the Comprehensive Plan includes revisions to the Future Land Use and Housing Elements to implement several of the recommendations contained in the Alachua County Inclusionary Housing Study that was completed by Florida Housing Coalition in 2023. These amendments are intended to require or incentivize the development of more affordable residential units within the unincorporated County, and in particular within the Urban Cluster. Significant policy changes that are proposed as part of this amendment include the following:

### **Inclusionary Housing Incentives for TOD and TND**

TODs and TNDs are development types that require a mix of both residential and non-residential uses, compact design standards, and an interconnected network of narrow streets to promote bicycle and pedestrian circulation. Both TNDs and TODs have requirements in the Comprehensive Plan for minimum and maximum residential density as well as minimum and maximum non-residential floor area within the development. TODs have requirements for higher density and intensity needed to support transit service as well as a requirement to provide for express transit service to serve the development. The following changes are proposed for the TND and TOD policies:

- Proposed new policies would allow for the voluntary substitution of a portion of the minimum required amount of non-residential floor area in TODs and TNDs in exchange for providing affordable residential units. TNDs would need to retain a minimum of 10,000 square feet of non-residential floor area after the substitution, and TODs would need to retain a minimum of 10,000 square feet plus 50 square feet per residential unit after the substitution. As a density bonus, the affordable units realized through this substitution would not count toward the maximum allowable residential density for the development and would not factor into the calculation of the required non-residential floor area for the TND or TOD. The proposed policies further provide that the land development regulations will include tiered substitution rates that will allow for greater reduction in non-residential floor area per affordable residential unit in exchange for providing greater depth of affordability. The proposed policies also provide that the land development regulations will include substitution rates to allow for and encourage the development of affordable residential units within unbuilt non-residential portions or phases of existing TNDs that are otherwise substantially built out. See Future Land Use Element Objective 1.6 and 1.7, and subsequent policies.



- Proposed new policies would establish a density bonus for voluntarily providing affordable residential units within TODs and TNDs. The proposed policy would allow for a bonus density of up to 4 dwelling units per acre within a TND or TOD provided that a minimum of 20% of the additional units realized through the bonus are designated as affordable. The bonus units would not be included in the calculation of the required non-residential floor area for the TND or TOD. See Future Land Use Element Objective 1.6 and 1.7, and subsequent policies.
- The proposed new TND and TOD policies define an affordability standard of being affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.

#### Inclusionary Housing Requirements for Proposed Urban Cluster Expansions and Land Use Map Changes to Increase Residential Density

- Proposed new policies would establish a requirement that, for proposed applications to expand the Urban Cluster boundary, 25% of the increase in the potential maximum number of residential units must be designated as affordable to households with income at or below 80% of Area Median Income (AMI) for 30 years. See Future Land Use Element Policy 7.1.3.
- Proposed new policies would establish a requirement that, for proposed land use change applications that increase the allowable residential density on a property, 10% of the increase in the potential maximum number of residential units would be required to be designated as affordable to households with income at or below 80% AMI for 30 years. See Future Land Use Element Policy 7.1.4.

#### Housing Element Revisions to Policies for Affordable Housing Incentives and Target Income Levels

- Specify that potential land use regulatory incentives to promote affordable housing within new development shall target income levels at or below 80% AMI. This includes the “low” (80% AMI), “very low” (50% AMI), and “extremely low” (30% AMI) income levels as defined in the Housing Element. Previously, this policy specifically targeted only the “very low” and “extremely low” income levels, so the proposed change would add the “low” income level. See Housing Element Policies 1.1.5 and 1.2.8.
- Adds impact fee and mobility fee assistance as potential incentives that the County could offer for the development of affordable housing. The Comprehensive Plan previously identified impact fee assistance as a potential incentive, and the County had an impact fee assistance program for affordable housing, however, this program was discontinued due to budgetary and other policy considerations. Changes to the County’s impact fee and mobility fee ordinances would be necessary to implement this incentive. See Housing Element Policy 1.2.2.
- Adds policy to recognize that Alachua County offers density bonuses for developments proposed under Florida’s Live Local Act. See Housing Element Policy 1.2.10.

- Establishes a definition of Inclusionary Housing in the Housing Element. See Housing Element definitions.

## **BACKGROUND**

Inclusionary housing is a local land use policy that is intended to increase the supply of affordable housing in the community by establishing affordability requirements or incentives that apply to new development. The local government requires or incentivizes local housing developers to designate some percentage of the total units within new developments as affordable to households of specified income levels for a certain time period. One of the benefits of inclusionary housing is that affordable units are integrated with market rate units within the same areas or neighborhoods. This allows for a more even geographic distribution of affordable housing throughout the community as opposed to concentrations of affordable units within a few developments that contain only affordable units.

Florida Statutes Section 125.01055 provides that an inclusionary housing ordinance may require a developer to provide a specified number or percentage of affordable housing units to be included in a development or allow a developer to contribute to a housing fund or other alternatives in lieu of building the affordable housing units. In exchange for a developer fulfilling such requirements, a county must provide incentives to fully offset all costs to the developer of its affordable housing contribution. Such incentives may include, but are not limited to density or intensity bonus, fee reductions or waivers, or other incentives.

In December 2022, the Board of County Commissioners directed staff to work with Florida Housing Coalition (FHC) to conduct an inclusionary housing feasibility study for Alachua County. The Study was conducted and completed in 2023 by FHC. The Study was comprised of three separate reports:

1. “Framing the Need and Context”
2. “Analyzing Capacity and Resources”
3. “Final Recommendations and Requested Research Topics”

Each of these reports prepared by Florida Housing Coalition (FHC) is incorporated by reference as part of the data and analysis for this comprehensive plan amendment.

The Study prepared by FHC concluded that a countywide mandatory inclusionary housing requirement on new development was likely not feasible due to the statutory requirement to fully offset the costs to the developer. However, the Study did recommend that the County consider other inclusionary housing provisions which have been included in this proposed amendment, such as establishing requirements for the inclusion of affordable housing units in connection with proposed applications to expand the Urban Cluster and land use change applications to increase residential density. Another key recommendation from the Study that is included in this amendment is the allowance for the substitution of some of the required non-residential floor area in TODs and TNDs with affordable residential units. This amendment also implements a recommendation of the Study to expand the target income levels that are the focus of the County’s efforts and incentives to promote affordable housing as part of new development.

## COMPREHENSIVE PLAN CONSISTENCY

The proposed Comprehensive Plan amendment is internally consistent with the adopted Comprehensive Plan and specifically with the following goals, objectives, and policies. In the following section, the applicable Comprehensive Plan policies are shown in italics followed by a discussion of how the proposed amendment is consistent with the Comprehensive Plan.

### Future Land Use Element

*Policy 7.1.3. As part of the periodic update of the Comprehensive Plan and any proposed amendments to the Urban Cluster, determine a sufficient and non-excessive amount of land within the Urban Cluster to accommodate urban uses for a ten year and twenty year time frame.*

...

*(d) If this methodology determines expansion of the Urban Cluster is warranted, the evaluation of appropriate location shall be subject to analysis including the following economic, infrastructure, transportation, and conservation and recreation criteria:*

- (1) rural character and viable agriculture land and the potential impact of expansion of the Urban Cluster on existing agricultural uses*
- (2) economic development considerations **including affordable housing***
- (3) relationship to existing and planned future urban services and infrastructure*
- (4) access to the regional transportation network and multi-modal transportation systems*
- (5) Conservation and Preservation land uses*
- (6) planned recreation/open space or greenway systems*

The adopted Policy 7.1.3 calls for the consideration of affordable housing in connection with any expansion of the Urban Cluster, however, there are currently no standards that specify what those affordable housing requirements would be. The proposed amendment elaborates on the existing policy by providing specific requirements for the provision of affordable housing in connection with proposed Urban Cluster expansions in terms of the number of affordable units required as a percentage of the proposed increase in the maximum number of residential units, target affordability levels, and term of affordability.

### Housing Element

#### **GOAL 1**

*TO PROMOTE SAFE, SANITARY, AND AFFORDABLE HOUSING FOR ALL CURRENT AND FUTURE ALACHUA COUNTY RESIDENTS.*

**Objective 1.1.** *Alachua County shall provide for the development of affordable housing, dispersed throughout the County, through policies which focus on the following areas:*

- Land use and facilities*
- Methods to promote the dispersion of affordable housing, and*
- Manufactured housing.*

Objective 1.1 calls for the County to provide for policies that focus on promoting the dispersion of affordable housing throughout the County. The proposed policies provide both land use requirements and incentives for development to include affordable residential units as part of individual developments. One of the main benefits of these types of inclusionary housing policies is that they help to promote the dispersion of affordable housing throughout the community. Such policies, if utilized, would result in affordable residential units that are located within areas or neighborhoods that also include market rate housing throughout the County. This dispersion of affordable housing can reduce some of the negative perceptions that are commonly associated with housing developments that are comprised solely of affordable units.

***Policy 1.1.4.*** *It is and shall be the policy of the Board of County Commissioners to promote the dispersion of newly built affordable housing units within developments throughout the entire County. This should include areas which are proximate to schools, shopping, employment centers, daycare facilities, and transit corridors. The Board of County Commissioners shall promote the development of affordable housing in the areas identified in the Housing Study that are deficient in market produced, or incentive based, affordable housing. This policy shall be used as a guideline to determine future affordable housing development goals. This policy shall not limit housing programs created to assist farmers or rehabilitation assistance programs and activities which may be appropriate in rural areas.*

The proposed inclusionary housing requirements for Urban Cluster expansions and land use map changes to increase residential density, as well as the proposed inclusionary housing incentives for TND and TOD, if utilized, would result in new affordable units being included within individual developments and on properties throughout the Urban Cluster. This would promote the dispersion of newly built affordable housing units rather than concentrations of such units within developments that consist solely of affordable housing. These policies focus on the new development aspect of affordable housing and are intended to supplement other County housing programs.

***Policy 1.2.8.*** *Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.*

The proposed amendment provides voluntary incentives for the inclusion of affordable housing units within mixed use TNDs and TODs. TNDs and TODs are mixed use development types that include both residential and non-residential uses, including those uses that provide for employment. TODs and TNDs are also required by policy to be located along existing or planned transit corridors as described in the Transportation Mobility Element. The proposed amendment also provides for the potential consideration of impact or mobility fee assistance as one of the possible incentives the County may

provide for affordable housing development. Note, the adopted policy is proposed to be amended to add “low” income households (80% AMI and below) as one of the target income levels for regulatory incentives.

## **EFFECT OF AMENDMENT ON AFFORDABLE HOUSING**

The proposed Comprehensive Plan amendment is intended to promote the development of more affordable housing units in Alachua County. The amendment includes several inclusionary housing requirements and incentives which, if triggered or utilized, would increase the supply of housing units that are affordable to households with income levels at and below 80% AMI. According to the most recent data available, the current Area Median Income (AMI) for Alachua County is \$96,700 (US Department of Housing & Urban Development, 2024 Income Limits). The proposed amendment also helps to promote the dispersion of new affordable units within market rate developments throughout the Urban Cluster.

## **STAFF RECOMMENDATION**

Staff recommends **transmittal** of proposed Comprehensive Plan amendment Z24-000011 to the State Land Planning Agency and other agencies for review and comment pursuant to Section 163.3184, Florida Statutes with the following basis:

The proposed amendment is internally consistent with the Alachua County Comprehensive Plan, and specifically the following goals, objectives and policies as discussed in the previous section of this report.

## **HOUSING ELEMENT**

### **GOAL 1**

*TO PROMOTE SAFE, SANITARY, AND AFFORDABLE HOUSING FOR ALL CURRENT AND FUTURE ALACHUA COUNTY RESIDENTS.*

**Objective 1.1.** *Alachua County shall provide for the development of affordable housing, dispersed throughout the County, through policies which focus on the following areas:*

- Land use and facilities*
- Methods to promote the dispersion of affordable housing, and*
- Manufactured housing.*

**Policy 1.1.4.** *It is and shall be the policy of the Board of County Commissioners to promote the dispersion of newly built affordable housing units within developments throughout the entire County. This should include areas which are proximate to schools, shopping, employment centers, daycare facilities, and transit corridors. The Board of County Commissioners shall promote the development of affordable housing in the areas identified in the Housing Study that are deficient in market produced, or incentive based, affordable housing. This policy shall be used as a guideline to determine future affordable housing*

*development goals. This policy shall not limit housing programs created to assist farmers or rehabilitation assistance programs and activities which may be appropriate in rural areas.*

**Policy 1.2.8.** *Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.*

## **FUTURE LAND USE ELEMENT**

*Policy 7.1.3. As part of the periodic update of the Comprehensive Plan and any proposed amendments to the Urban Cluster, determine a sufficient and nonexcessive amount of land within the Urban Cluster to accommodate urban uses for a ten year and twenty year time frame.*

...

*(d) If this methodology determines expansion of the Urban Cluster is warranted, the evaluation of appropriate location shall be subject to analysis including the following economic, infrastructure, transportation, and conservation and recreation criteria:*

- (1) rural character and viable agriculture land and the potential impact of expansion of the Urban Cluster on existing agricultural uses*
- (2) economic development considerations **including affordable housing***
- (3) relationship to existing and planned future urban services and infrastructure*
- (4) access to the regional transportation network and multi-modal transportation systems*
- (5) Conservation and Preservation land uses*
- (6) planned recreation/open space or greenway systems*

## Exhibit 1 – Proposed Text Amendment to Alachua County Comprehensive Plan

Underlined text is proposed to be added  
Regular text is currently adopted language

~~Struck through~~ text is proposed for deletion

### FUTURE LAND USE ELEMENT

#### Policy 1.3.10.4

Densities higher than 24.00 DU/Acre may be considered in activity centers, ~~and~~ within developments that meet the standards for Traditional Neighborhood Development as provided in Objective 1.6 and subsequent policies, Transit Oriented Development as provided in Objective 1.7 and subsequent policies, and within residential or mixed-use developments that qualify for a density bonus by providing affordable housing as detailed in the Land Development Regulations. ~~A comprehensive plan amendment will be required to establish additional policies to ensure compatibility with surrounding land uses and identify areas appropriate for these higher densities.~~

#### OBJECTIVE 1.6 – TRADITIONAL NEIGHBORHOOD DEVELOPMENTS

To provide for interconnected, mixed-use development through specific site and design standards that create pedestrian and bicycle friendly communities, reduce per capita greenhouse gas emissions and vehicular trips on external roadways and provide development patterns that are transit supportive.

...

**Policy 1.6.9 Affordable Housing Incentives within Traditional Neighborhood Developments:** Affordable housing shall be encouraged and incentivized within Traditional Neighborhood Developments through the following strategies.

(a) Substitution of Non-Residential Floor Area with Affordable Residential Units

The minimum required amount of non-residential floor area within the TND may be substituted with affordable residential units in accordance with the following:

- (1) The Land Development Regulations shall include detailed options for substituting non-residential floor area with affordable residential units within TNDs. Options shall include substitution rates that provide greater reduction in the required non-residential floor area per unit by providing greater depth of affordability. Options shall also include substitution rates that allow for and encourage the development of affordable residential units within unbuilt non-residential portions or phases of existing TNDs that are otherwise substantially built out.

- (2) The total non-residential floor area within a TND shall not be reduced to an amount less than 10,000 square feet as a result of any substitution under this subsection.
- (3) As a density bonus, affordable residential units proposed under this subsection shall not be counted toward the maximum allowable residential density within the development and they shall not be included in the calculation of the required non-residential floor area for the TND.

(b) Density Bonus for Provision of Affordable Residential Units

A density bonus of up to 4 dwelling units per acre is allowable within a TND provided that a minimum of 20% of the additional units realized through this bonus are designated as affordable. Such bonus units shall not be included in the calculation of the required non-residential floor area for the TND.

(c) Affordability Standards

For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.

(d) General Standards for Affordable Residential Units

Affordable residential units proposed under this policy must be provided on-site and should generally not be concentrated in one portion of the development. They must be comparable to market rate units within the development in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to all on-site amenities available to market rate units.

(e) Affordability requirements will be guaranteed by an agreement between the developer and the County as part of the development review process, as detailed in the Land Development Regulations.

**Objective 1.7 - TRANSIT ORIENTED DEVELOPMENT**

To provide for compact, mixed-use, pedestrian and bicycle friendly communities designed with the densities and intensities needed to support transit service, reduced per capita greenhouse gas emissions and enable an individual to live, work, play and shop in a community without the need to rely on a motor vehicle for mobility.

...



**Policy 1.7.11 Affordable Housing Incentives within Transit Oriented Developments:** Affordable housing shall be encouraged and incentivized within Transit Oriented Developments through the following strategies.

(a) Substitution of Non-Residential Floor Area with Affordable Residential Units

The minimum required amount of non-residential floor area within the TOD may be substituted with affordable residential units in accordance with the following:

- (1) The Land Development Regulations shall include detailed options for substituting non-residential floor area with affordable residential units within TODs. Options shall include substitution rates that provide greater reduction in the required non-residential floor area per unit by providing greater depth of affordability. Options shall also include substitution rates that allow for and encourage the development of affordable residential units within unbuilt non-residential portions or phases of existing TODs that are otherwise substantially built out.
- (2) The total non-residential floor area within a TOD shall not be reduced to an amount less than 10,000 square feet plus 50 square feet per total residential unit as a result of any substitution under this subsection.
- (3) As a density bonus, the affordable residential units proposed under this policy shall not be counted toward the maximum allowable residential density within the development and they shall not be included in the calculation of the required non-residential floor area for the TOD.

(b) Density Bonus for Provision of Affordable Residential Units

A density bonus of up to 4 dwelling units per acre is allowable within a TOD provided that a minimum of 20% of the additional units realized through this bonus are designated as affordable. Such bonus units shall not be included in the calculation of the required non-residential floor area for the TOD.

(c) Affordability Standards

For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.

(d) General Standards for Affordable Residential Units

Affordable residential units proposed under this policy must be provided on-site and should generally not be concentrated in one portion of the development. They must be comparable to market rate units within the development in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to all on-site amenities available to market rate units.

(e) Affordability requirements will be guaranteed by an agreement between the developer and the County as part of the development review process, as detailed in the Land Development Regulations.

**Policy 7.1.3** As part of the periodic update of the Comprehensive Plan and any proposed amendments to the Urban Cluster, determine a sufficient and non-excessive amount of land within the Urban Cluster to accommodate urban uses for a ten year and twenty year time frame.

(a) The determination (methodology is shown in Appendix A) shall be based on a comparison of:

- 1) a forecast need for land for urban residential and non-residential development based on projected population, average household size, a residential vacancy rate, and a market factor. The market factor for the ten year time frame shall be 2.0. The market factor for the 20 year time frame shall be 1.5
- 2) land available in the Urban Cluster for urban residential and non-residential uses. Mapping of environmentally sensitive areas shall be utilized as a factor for determining land availability

(b) If the comparison shows that the land available is less than the forecast need for land, the following measures shall be considered:

- 1) revisions to density standards and land development regulations, or other measures, to accommodate greater population within the existing Urban Cluster
- 2) coordination with municipalities regarding possible reallocation of forecast need to the incorporated areas
- 3) phased expansion of the Urban Cluster

(c) If the forecast need for one type of land use exceeds the supply of land for that particular use, a revision to the allocation of land uses within the Urban Cluster shall be considered before the Urban Cluster is expanded.

(d) If this methodology determines expansion of the Urban Cluster is warranted, the evaluation of appropriate location shall be subject to analysis including the following economic, infrastructure, transportation, and conservation and recreation criteria:

- 1) rural character and viable agriculture land and the potential impact of expansion of the Urban Cluster on existing agricultural uses
- 2) economic development considerations including affordable housing
- 3) relationship to existing and planned future urban services and infrastructure
- 4) access to the regional transportation network and multi-modal transportation systems
- 5) Conservation and Preservation land uses
- 6) planned recreation/open space or greenway systems

(e) In addition to meeting the requirements identified above, any proposed amendment to expand the Urban Cluster must either:

- 1) include a commitment to purchase development rights at a rate equivalent to or greater than the proposed increase in density or intensity through the Transfer of Development Rights program in accordance with Section 9.0 of this Element, or
- 2) Include a commitment to provide affordable housing units in accordance with the following:
  - a. A minimum of 25% of the additional residential units authorized through the Urban Cluster expansion (calculated as the difference between the potential maximum number of residential units allowable on the property under the existing and proposed future land use categories) shall be designated as affordable residential units.
  - b. For purposes of this subsection, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.
  - c. Affordable residential units proposed under this policy must be provided on-site, integrated with the market rate units, and evenly dispersed throughout any development. They must be comparable to market rate units in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to any on-site amenities available to market rate units.

- d. Affordability requirements will be guaranteed by an agreement between the property owner and the County. Such agreement will be considered for approval by the County Commission concurrent with the final adoption hearing for the application to expand the Urban Cluster.
- e. Prior to issuance of a Construction Permit for residential use on such property, the applicant must enter into a Land Use Restriction Agreement (LURA) or similar legal instrument in a form established by the County for compliance monitoring of affordability requirements.

**Policy 7.1.4.** Any application by a property owner for a future land use map change that would allow for an increase in the potential number of residential units on a property must, if approved, include a commitment to provide affordable residential units in accordance with the following:

- (a) A minimum of 10% of the additional residential units resulting from the approval of such future land use map change (calculated as the difference between the potential maximum number of residential units allowable on the property under the proposed and existing future land use categories) shall be designated as affordable residential units.
- (b) For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.
- (c) Affordable residential units proposed under this policy must be provided on-site, integrated with the market rate units, and evenly dispersed throughout any development. They must be comparable to market rate units in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to any on-site amenities available to market rate units.
- (d) Affordability requirements will be guaranteed by an agreement between the property owner and the County. Such agreement will be considered for approval by the County Commission concurrent with the final adoption hearing for the application.
- (e) Prior to issuance of a Construction Permit for residential use on such property, the applicant must enter into a Land Use Restriction Agreement (LURA) or similar legal instrument in a form established by the County for compliance monitoring of affordability requirements.

*Existing Policy # 7.1.4 and subsequent policies will be renumbered as necessary.*

## HOUSING ELEMENT

**Policy 1.1.5** Alachua County will consider inclusionary housing requirements and incentives to promote the development and geographic dispersion of low, very low, and extremely low-income housing within the Urban Cluster.

*Existing Policy # 1.1.5 and subsequent policies will be renumbered as necessary*

**Policy 1.2.2** Alachua County shall provide incentives in the land development regulations and other County ordinances for the development and redevelopment of affordable housing. These incentives may include but are not limited to:

- (a) fee relief, including but not limited to, impact fee and mobility fee assistance;
- (b) provisions for expedited development review, approval, and permitting processes;
- (c) ~~special provisions for reservation of infrastructure capacity for concurrency;~~
- (d) density bonuses;
- (e) provisions for reduced lot sizes and modification of setback requirements; and
- (f) grants and other financial incentives.

**Policy 1.2.8** Establish regulatory incentives for the development and redevelopment of new housing units that are affordable to low, very low and extremely low-income households. ~~The Incentives for new affordable units are to be located within proximity to~~ should take into account locational factors such as proximity to major employment centers, high performing public schools, and public transit.

**Policy 1.2.10** Alachua County will promote the development of affordable housing through implementation of the Live Local Act as provided in Sections 125.01055 (6) and (7), Florida Statutes. The Land Development Regulations shall specify the standards and procedures for approval of multifamily residential and mixed-use developments that meet the minimum affordability requirements of the statute and shall provide for density bonuses for those developments that exceed the minimum affordability requirements.

**Policy 2.4.6** ~~Amend~~ The land development regulations to allow shall provide for adaptive reuse to facilitate the repurposing of existing vacant structures for affordable housing for low, very low and extremely low-income households.

## HOUSING ELEMENT DEFINITIONS

**Inclusionary Housing:** Inclusionary Housing (also referred to as “Inclusionary Zoning”) refers to a public policy that requires or incentivizes developers to designate a certain percentage of housing units within new development or redevelopment as affordable to households of specified income levels. Inclusionary Housing policies typically identify a percentage of the total housing units within a development that are required or incentivized to be affordable, target income levels for affordability, and a number of years that those units must remain affordable. Inclusionary Housing is intended to promote the geographic dispersion of affordable housing units throughout the community and encourage a mix of affordable and market rate housing within new development or redevelopment.

**Exhibit 2 - Florida Housing Coalition Report #1  
Inclusionary Housing in Alachua County: Framing the Need and Context**

Report attached or available online:

[Florida Housing Coalition Report #1 - Inclusionary Housing in Alachua County: Framing the Need and Context \(web link\)](#)

**Exhibit 3 - Florida Housing Coalition Report #2  
Inclusionary Housing in Alachua County: Analyzing Capacity and Resources**

Report attached or available online:

[Florida Housing Coalition Report #2 - Inclusionary Housing in Alachua County: Analyzing Capacity and Resources \(web link\)](#)



Exhibit 4 - Florida Housing Coalition Report #3  
Final Recommendations and Requested Research Topics

Report attached or available online:

[Florida Housing Coalition Report #3 - Final Recommendations and Requested Research Topics \(web link\)](#)



## **Report 1: Inclusionary Housing in Alachua County**

### **Framing the Need and Context**

The Florida Housing Coalition (Coalition) was contracted by Alachua County to assist County staff with policy recommendations to include in an inclusionary housing ordinance to increase the supply of affordable housing in the County. The Coalition's recommendations are to be provided in a series of reports beginning with this document.

The purpose of this first report is to frame the need and context for an inclusionary housing program in Alachua County. This report utilizes recently completed studies and planning documents, county permit data, Census data, data compiled by the Shimberg Center for Housing Studies, and other readily available sources to identify key data points on local affordable housing needs. This document examines these key data points to guide the County in determining whether an inclusionary housing ordinance is appropriate to meet its affordable housing goals given the local development context. The primary questions underlying this report are:

- 1) Which households, based on income, are in most need of affordable housing in Alachua County? Who should an inclusionary housing ordinance primarily assist?
- 2) What is the state of the current housing market and how well does it serve households most in need? What types and prices of housing are being built and is the market meeting existing and future needs for affordable housing? Where in Alachua County would an inclusionary housing ordinance be most impactful based on development trends?

To address these questions, this report will first examine demographic and socioeconomic trends in Alachua County, paying special attention to household composition and economic metrics. This data will be spatially visualized throughout the county to identify areas of particular interest. Afterward, an analysis of the housing inventory will examine the housing market and stock, considering the shifts in unit affordability over time and development trends. Finally, the report provides information on average median income thresholds, wages of top occupations, and the affordability gap for the county's very low and extremely low-income population. Discussed in the conclusions of this report are data-driven findings that can add perspective to a proposed Alachua County Inclusionary Housing Ordinance.

#### **Florida Housing Coalition team dedicated to this Report:**

Kody Glazer, Chief Legal and Policy Officer, Project Manager

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## Main Takeaways

These are the Coalition’s main takeaways of the housing data analyzed:

1. [Home prices are increasing twice as fast as median incomes in Alachua County.](#)

Between 2016 and 2021, the median home sale price increased at a faster rate than median household income; homes prices increased over two times as much as income in this period. During this timeframe, median home sale prices experienced a 46% increase – from \$150,397 in 2016 to \$219,690 in 2021 – while median incomes only increased 19.2% - from \$44,702 to \$53,314. This disparity between rising home prices and rising incomes highlights a serious affordability challenge in the housing market.

Of the top 20 most common occupations only three occupations General and Operations Managers, Registered Nurses, and First-Line Supervisors of Office and Administrative Support Workers meet the threshold to afford a rental unit based upon the ZORI index or afford to purchase a townhome on their sole income. None of the top 20 most common occupations earn enough to support the purchase of a home at the median sales price.

With home prices rising much faster than incomes, many households will find it increasingly difficult to afford a home, potentially exacerbating existing socioeconomic inequalities. This data also does not consider the increased home prices since 2021.

2. [There is a dramatic need for more rental housing in the unincorporated County.](#)

The unincorporated County has a relatively high homeownership rate compared to the county as a whole; the homeownership rate in the unincorporated area is 15 percentage points higher than the county as a whole. Considering the rapid increases in home purchase prices, high ownership rate of the county, and high prevalence of new construction being single-family, ownership housing, without more rental options or affordable ownership options, households at 120% AMI or below will be priced out of the unincorporated county. In addition, the most affordable units, units that cost less than \$500 or between \$500 and \$999, in the unincorporated area experienced an estimated decrease of 64.2% and 41.2%, respectively between 2016 and 2021. The fastest growing cost brackets for rental units are “\$1,500 to \$1,999” and “\$3,000 or more”, housing which is considerably less affordable to households at 80% AMI and below.

3. [Homeownership is quickly becoming unaffordable for households earning up to 120% AMI.](#)

Although households at or below 80% AMI have the greatest need for housing that is affordable, rapidly increasing home prices are making it more unattainable for households earning up to 120% AMI, and even 140% AMI, to afford to purchase a home. Alachua County needs more housing at all price points to create a sustainable housing market. By establishing affordable deed-restricted units for lower-income households, an inclusionary housing ordinance has the potential to boost the market-rate housing supply. This can be achieved through measures like density bonuses and upzoning, which developers can utilize to compensate for any impacts they may face.

4. The greatest need for housing assistance is at 80% AMI and below, with a particular need for rental units at 60% AMI and below.

The most affordable units in the county, those affordable to households at the 80% AMI level, are being rapidly lost compared to the most expensive units. These shortages are exacerbated by upward trends in purchase and rent prices. Single-family home and townhomes prices rose an additional 7% and 20%, respectively, in 2023; this is on top of a 7% and 13% increase in 2022. Median purchase prices have risen past what median households can afford. Median rents, according to the ZORI measure, increased by 25% in 2021 year-over-year, again by another 15% year-over-year in 2022. Currently, there is a shortage of 4,874 affordable and available rental units for households at 60% AMI and below. An inclusionary housing ordinance that supported rental units in this range would help relieve this shortage.

5. Over the past nine years in the unincorporated county, housing production has fallen slightly behind population growth, indicating a minor deficit. If the county's population continues to grow along the trajectory established since COVID-19, or if the current housing production fails to keep pace, this could exert pressure on housing demand, potentially driving up overall prices.

Overall, development activity in Unincorporated Alachua County has slightly lagged behind population growth, though the gap has been closing in more recent years. Over the nine-year period there has been an average unit increase of 516 units, an average increase of 448 households, which without the estimated loss of units would just cover annual growth, but after accounting for an estimated annual loss rate of approximately 86 units, there is an estimated average deficit of 168 or annual lag of about 19 units. Prior to the uptick in development activity in 2021, there would have been an estimated deficit of 535 units, or 59 units annually.

If the unincorporated Alachua County population over the next 20 years were to keep growing at the same rate as it has been for the last ten, by 2043 the population will be 140,505 an increase of 31,487 or an estimated 12,696 new households if future household size mirror the 9-year average of 2.48. At this 1.16% rate of growth, the county would need to build roughly 663 units a year on average to keep up with growth and loss of units. However, if the population growth is going to progress as it did from 2019 to 2020, with a growth rate of 1.35, the county will need to build roughly 772 units a year. According to the BPS data and County data, the unincorporated county is beginning to reach this unit-threshold as of 2021 and 2022. Although there are positive signs of the county starting to keep pace with demand, the number of units created is not itself enough to address the housing need, particularly for low-income households. An inclusionary housing ordinance would ensure that units at affordable homes to targeted incomes are added to the community as well.

6. Predominant housing types may not align with household needs.

Unincorporated county has an abundance of single-family units and over 43% of the entire housing stock are 3-bedroom homes. However, 36% of all households are single-resident households. There is a mismatch between the number of non-family and single-householder households who make up most of the County's population and the housing options available to households of smaller sizes. For example, a household of four at 80% AMI could afford a median townhome. Yet, attached 1-units only make up 3.9% of the housing stock.

A greater diversity of unit types, such as townhomes, duplexes, and triplexes, would allow for more affordable options for households. When households have no option but to buy or rent “too much house” it puts them into a situation where they are likely overpaying for their housing needs. Affordable single-family homes could still help meet needs of families in the county, including single-adult family households, which tend to have larger household sizes than the overall average and less than half the median income than the overall median family income. Report 2 will analyze land availability and regulations by housing type and associated tenure patterns to understand how an IHO policy could be applied to capitalize on development activity to produce affordable homeownership options as well as generate adequate rental options through housing types that suit the needs of households of focus.

7. Income segregation may result in limited access to opportunities for lower income households.

Further analysis will help determine locational opportunities for IHO and whether resulting income-restricted unit locations can improve access to opportunity. Areas within the Urban Cluster Area are high-income areas of opportunity, with fewer lower income households living in those census tracts. Additionally, much of the development activity for the past 10 years has occurred in the western part of the county. Report 2 will look at land availability, land use policies, and land development regulations for future development to understand how an IHO policy would affect dispersion of housing opportunities for various income levels and opportunities for households of more varied income levels to access opportunities in the west side of the county.

8. There are several census tracts in the unincorporated County, a set with moderately higher prevalence of rental housing and a set with very low rates of rental housing, that may be high impact areas for an inclusionary housing ordinance.

Although the unincorporated county’s ownership rate is 15 percentage points higher than the county as a whole, there are several census tracts with a relatively high prevalence of rental homes. These census tracts with a high rental development rate could be the target of an inclusionary housing policy that produces more affordable rental units, particularly higher density housing is more commonplace. Census tracts 17.01, 18.11, 22.17, 22.18, and 22.19 may be primed to house more affordable rental units. Relatedly, census tracts 22.08, 22.22, 22.07 are some of the highest income areas while possessing among the lowest rates of renters in the unincorporated County, which could benefit from an inclusionary policy that increased both affordable homeownership and accessible rental opportunities.

## Demographic and Socioeconomic Background

### General Demographics Overview

Alachua County is a medium sized county with 276,171 residents (ACS 2021). The largest city in the county, Gainesville, has 138,741 residents comprising about 50% of county population. Unincorporated Alachua County is home to 109,018 residents, 39% of the county’s total population. Over the last 10 years the population growth in unincorporated Alachua County has remained consistent, averaging about 1.06% population growth per year, compared with the whole county which has a 1.16% annual growth rate according to American Community Survey Data. A 1.16% average growth rate can be described as a relatively modest rate of population increase and, while it may not seem like a large number, can have significant implications over time. Over a 20-year span at a 1.16% rate, the unincorporated county’s population would grow to over 133,000. In the whole of Alachua County there

are an estimated total of 105,003 households, with 40,915 households within the unincorporated County area (FHC Calculation of 2021 ACS 5Y data).

In unincorporated Alachua County there are fewer racial minorities than the County as a whole. In unincorporated area, 64.8% of the population is white, not Hispanic, compared to 60% of whole County, 55% of Gainesville, and 52.6% of the state. The Black/African American population in unincorporated Alachua County is also fewer than in the whole county as a proportion, 17.4% compared to 19.6% respectively. Similarly with the Hispanic/Latino population with 8% population of the unincorporated county and 10.5% in the whole county. The Asian population makes up 6.9% of the unincorporated county population, as compared with 5.9% Asian population in the whole county.

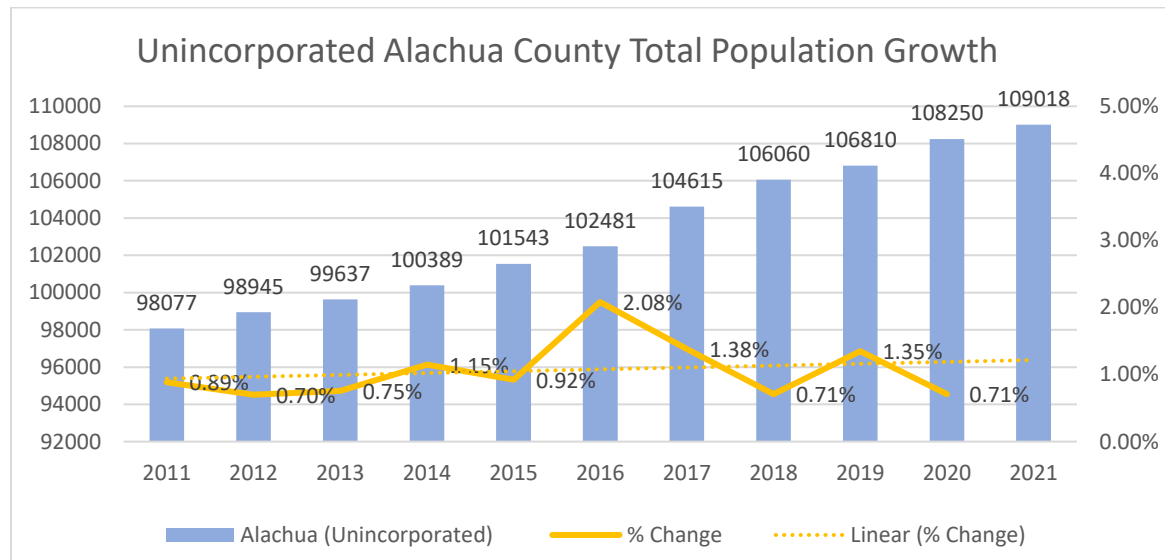


Figure 1: Unincorporated Alachua County Population Growth

### Household Types

Household types and sizes play an important role in considering the affordable housing stock of a community. Communities with a relatively high percentage of smaller household sizes (1-2 person households) could benefit from a housing stock that is composed of smaller homes, that can be more naturally affordable due to their size. It can be very important for a community's household sizes to match the community's home sizes. Area median incomes, which is one of the primary metrics used when calculating affordability, will often depend upon household size to determine whether an income is sufficient to address a household housing need. Table 1 provides a summary of family and non-family household types, including average household size.

HOUSEHOLD TYPES	All Households	Married-couple households	Male householder, no spouse households	Female householder, no spouse households	Nonfamily household
<b>Total households</b>	105,003	38,813	3,119	10,987	52,084
<b>% of Total Households</b>	100.0%	37.0%	3.0%	10.5%	49.6%
<b>Average household size</b>	2.49	3.27	3.73	3.87	1.54

Table 1: Household Type Distribution

With a total of 105,003 households, the county demonstrates a diversified spectrum of household types. Married-couple households form the largest specific grouping, accounting for 37.0% of the total households, equating to 38,813 units. The average household size for this group is relatively larger, at 3.27 individuals per household. This is followed by female householder, no spouse households (10.5%, 10,987 households) with an even larger average household size of 3.87, indicating a potential prevalence of extended family living arrangements. Male householder, no spouse households represent a smaller portion, just 3.0% (3,119 households) with the highest average household size of 3.73. The Male householder, no spouse and Female householder, no spouse categories include single parent households, of which there are 1,388 and 5,386 respectively (ACS Table B11003, not depicted in Table 1). Single parent households make up 12.8% of all family households and 6.4% of all households. The most substantial portion of the population resides in nonfamily households, which make up nearly half of the total households at 49.6% (52,084 households). However, this group features the smallest average household size, at 1.54. Non-family households, as defined by the US Census Bureau, refers to households that do not include any members related by blood, marriage, or adoption. These households can include a diverse range of living arrangements, such as individuals living alone, roommates, and cohabitants who are not married or in a domestic partnership. Of the 52,084 non-family households, 38,171 of them are single-resident households—36% of all households. Overall, this data suggests a significant demand for diverse housing solutions, accommodating larger family units as well as single-person households.

**Economic Characteristics**

The median household income in Alachua County is \$56,445 (ACS S1901 1Y2021), meaning half of Alachua County households make less than this figure. The County's average income of \$86,187 suggests the presence of a substantial proportion of households with higher incomes. The graph below depicts the distribution of incomes for the unincorporated Alachua County compared to the other geographies. This graph shows that unincorporated Alachua County has a higher proportion of households earning \$75,000 a year or more compared to the state and the county as a whole; unincorporated Alachua County has more households with higher incomes than the county as a whole. This higher proportion of relatively higher income households could indicate a market for higher priced homes in the unincorporated area that may not be attainable to lower income households seeking homes.

The prevalence of these higher income households in the unincorporated county may be one indication of a greater need for housing policies that address households that earn below \$75,000 and cannot



afford market-rate homes. An IHO program could help address gaps in the market for lower-income households. Direct measures of the gap in affordable and available homes for lower income households us further explored alter in this report.

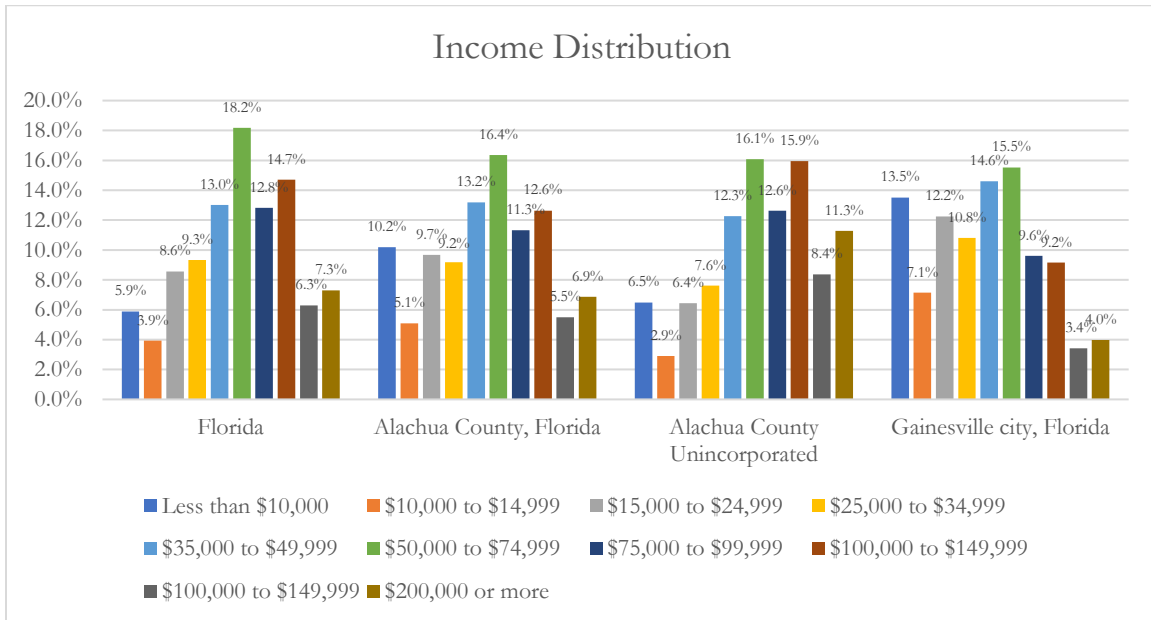


Figure 2: Income Distribution

Another way to consider household incomes is the median incomes of different household types. The following chart shows household incomes for all households, families, married couple families, and non-family households.

	All Households	Families	Married-couple families	Male householder, no spouse households	Female householder, no spouse households	Nonfamily households
<b>Median income (dollars)</b>	\$56,445	\$86,547	\$102,745	\$31,830	\$40,212	\$33,100
<b>Census Table S1901 ACS1Y2021</b>						

Table 2: Household Median Income by Household Type

The median income for married-couple families is considerably higher than family households as a whole, indicating that two parent households have significantly higher incomes than other family types and may be more likely to have dual incomes as compared to other family and nonfamily households.

The following map provides insight into median incomes by census tract and allows for filtering by household type. Dark blue indicates census tracts with the highest median incomes in the county whereas dark red indicates census tracts with the lowest median incomes in the county. In general, the census tracts with the highest incomes are concentrated in the unincorporated western area of the

county, with some of them falling within the Urban Service Area and Urban Cluster Area. These tracts also tend to have a lower presence of lower-income households compared to the overall income distribution in the county, pointing to a comparatively high degree of income segregation in these areas. For instance, in census tract 22.07 households earning \$35,000 to \$49,999 make up 5.2% of all households in the census tract as compared to making up 12.3% in the unincorporated county as a whole. Households making \$25,000 to \$34,000 comprise only 0.8% in the tract as compared to 7.6% in the county as a whole.

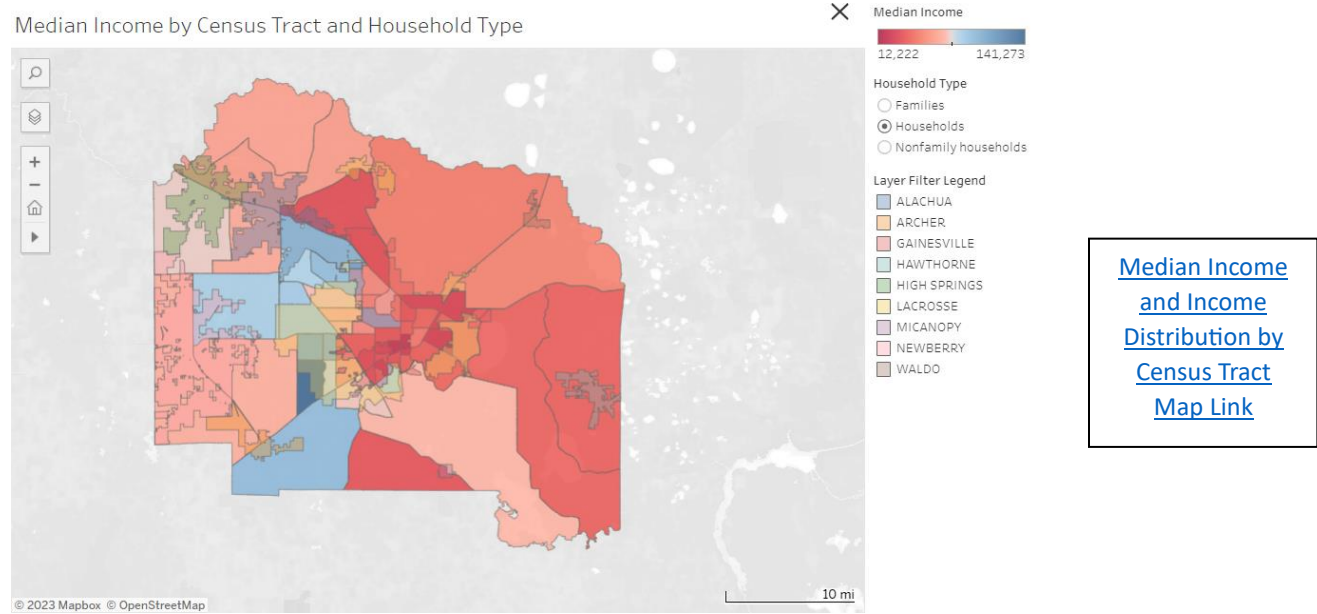


Figure 3: Median Income by Census Tract Map Viz

### Homeownership

The homeownership rate in unincorporated Alachua County is higher than that of the whole county and Florida. The whole county has a homeownership rate more comparable to the city of Gainesville, where the lowest rate of homeownership by census tract are found.

	Florida	Alachua County	Unincorporated	Gainesville
<b>Occupied housing units</b>	8,157,420	105,003	40,915	21,234
<b>Owner-occupied</b>	66.5%	55.1%	69.8%	54.5%
<b>Renter-occupied</b>	33.5%	44.9%	30.2%	45.5%

Table 3: Homeownership by Jurisdiction

Married couples have higher rates of homeownership compared to single-parent and non-family households. Married couples generally have higher incomes, which improves their chances of being approved for a mortgage to buy a home of their choice.

HOUSING TENURE	Total	Married-couple family household	Male householder, no spouse present, family household	Female householder, no spouse present, family household	Nonfamily household
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<b>Owner-occupied housing units</b>	55.1%	78.3%	53.9%	45.1%	40.0%
<b>Renter-occupied housing units</b>	44.9%	21.7%	46.1%	54.9%	60.0%

Table 4: Homeownership by Household Type

The map displayed illustrates the home ownership rates in Alachua County based on census tracts. Dark blue shades indicate areas with relatively high rates of home ownership, while dark red shades represent areas with low rates of home ownership. In Alachua County, the city of Gainesville exhibits the lowest home ownership rates. Conversely, throughout most of the county, home ownership rates are relatively high, with most census tracts reporting rates above 70% and some reaching as high as 91%. Notably, census tracts 17.01, 18.11, 22.17, 22.18, and 22.19, located within the Urban Cluster Area, display the highest rates of rentership among the unincorporated county area, though still far above rates observed in the center of the county within City of Gainesville.

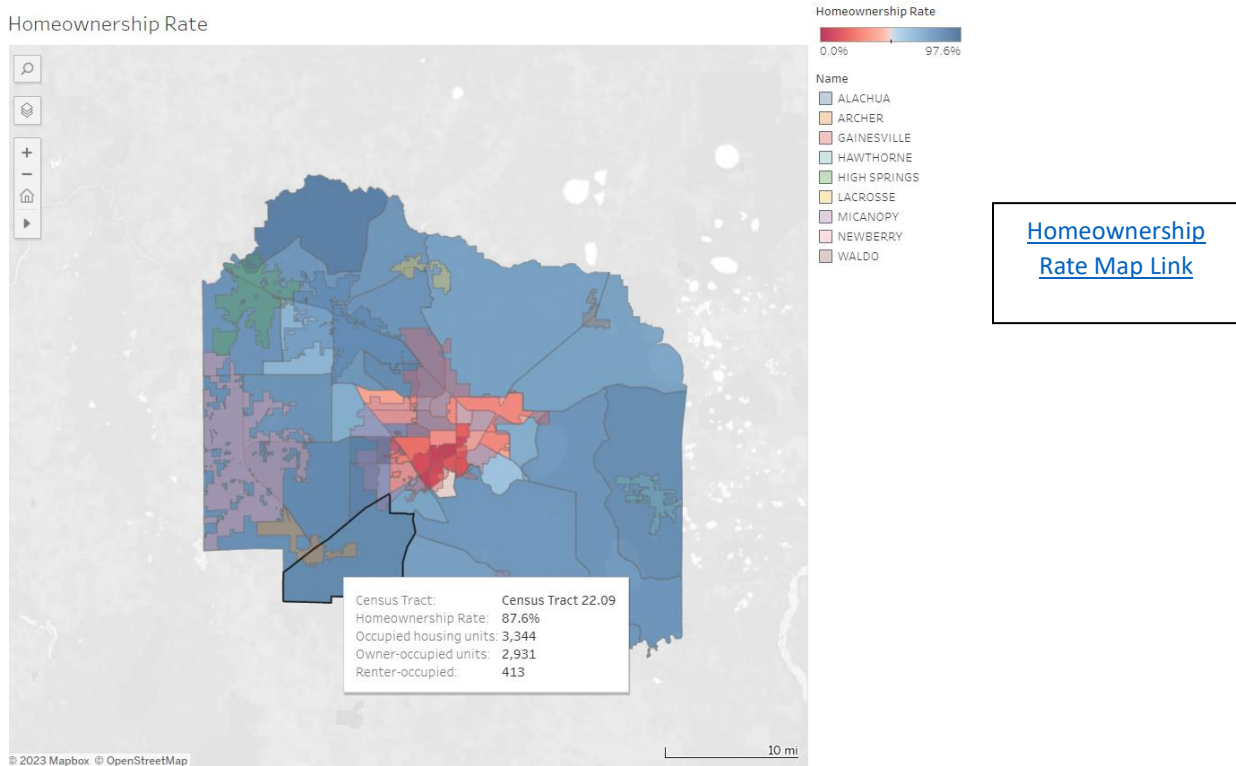


Figure 4: Homeownership by Census Tract Map Viz

In higher-income areas such as the Urban Cluster Area in the west of the county, housing prices and rents tend to be higher, which could present challenges for low- and moderate-income households to afford housing in these areas. Census tracts 22.08, 22.22, and 22.07 exemplify this trend with notably lower rates of renters in housing units. This situation poses a dual challenge for low- and moderate-income households who cannot afford homeownership options that are more prominent in these areas, while also struggling to find affordable rental options due to limited availability. Therefore, it is crucial to address both affordable rental and homeownership needs. Implementing housing strategies that support lower-cost homeownership and promote the availability of affordable rental units can bring balance to these high-cost and predominantly ownership-concentrated areas. If found to be a compatible tool for

the context, an inclusionary housing program can serve as effective tools to increase the availability of both affordable rental and homeownership options in high-income areas.

## Housing Inventory Analysis

This section of the report focuses on identifying trends in the recent housing market as it pertains to home sales and the cost of rent. The data presented aims to illustrate the extent of the affordability gap and provide insight into what types of housing lower-income households can afford.

### Sales Market Trends

This analysis starts with data derived from the Florida Realtors’ as of February 2023. The chart below provides a snapshot of the most recent 2023 monthly sales data at the time of this writing summarized for statewide Metropolitan Statistical Areas (MSAs). In February 2023, the median sales price for a single-family home in the Gainesville MSA was \$330,000 – a year-over-year increase of 6.5%. The MSA saw a general cooling of the housing market, with a decrease in closed sales down 20.6% compared to a decrease in Florida of 21.3%. The median sales price for a townhome/condo has a year-over-year increase of 19.5%.

	Single Family Homes				Townhouses and Condos			
	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change
<b>Florida</b>	18,627	-21.3%	\$395,000	3.5%	7,665	-30.2%	\$315,000	8.6%
<b>Gainesville MSA (minus Gilchrist)</b>	196	-20.6%	\$330,000	6.5%	69	-50.0%	\$184,000	19.5%

**Source: Florida Realtors Market Sales Activity – February 2023 - MSA Level Data**

Table 5: Florida Realtors Monthly Sales Activity - Feb 2023

In 2022, the median sales price for a single-family home in the Gainesville MSA rose 13.5% since the end of 2021.

	Single Family Homes				Townhouses and Condos			
	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change
<b>Florida</b>	287,352	-18.0%	\$402,500	15.7%	125,494	-21.7%	\$306,500	21.6%
<b>Gainesville MSA (minus Gilchrist)</b>	3,364	-9.7%	\$340,000	13.5%	896	-17.9%	\$171,104	16.0%

**Source: Florida Realtors Year-End 2022 MSA Level Data**

Table 6: Florida Realtors Year-End Sales Activity - 2022

The median sales price for a single-family home in the Gainesville MSA in 2021 was \$299,000. Comparing this to the chart above, median home prices in the MSA increased by over \$40,000 from 2021 to 2022.

	Single Family Homes				Townhouses and Condos			
	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change	Closed Sales	Y/Y % Change	Median Sales Price	Y/Y % Change
<b>Florida</b>	350,516	12.9%	\$348,000	20.0%	160,177	34.2%	\$252,000	17.2%
<b>Gainesville MSA (minus Gilchrist)</b>	3726	8.9%	\$299,000	17.5%	1092	32.7%	\$147,500	9.5%

**Source: Florida Realtors Year-End 2021 MSA Level Data**

Table 7: Florida Realtors Year- End Sales Activity - 2021

For a look at the long-term housing trends the Zillow Home Value Index (ZHVI) is provided below. ZHVI is a seasonally adjusted measure of the typical home value and market changes across a given region and housing type. This is slightly different from the median home price tracked by the Florida Realtors above because it does not separate out single-family and multifamily owner-occupied units, nor does it include extremely high-priced outlier units. However, it is an excellent measure of the price someone who is open to both single-family and condo/townhome ownership is likely to pay for a typical home. In Alachua County, the index found 10.9% year-over-year increase, compared to 14.18% in Florida (though Florida starting from a much higher base).

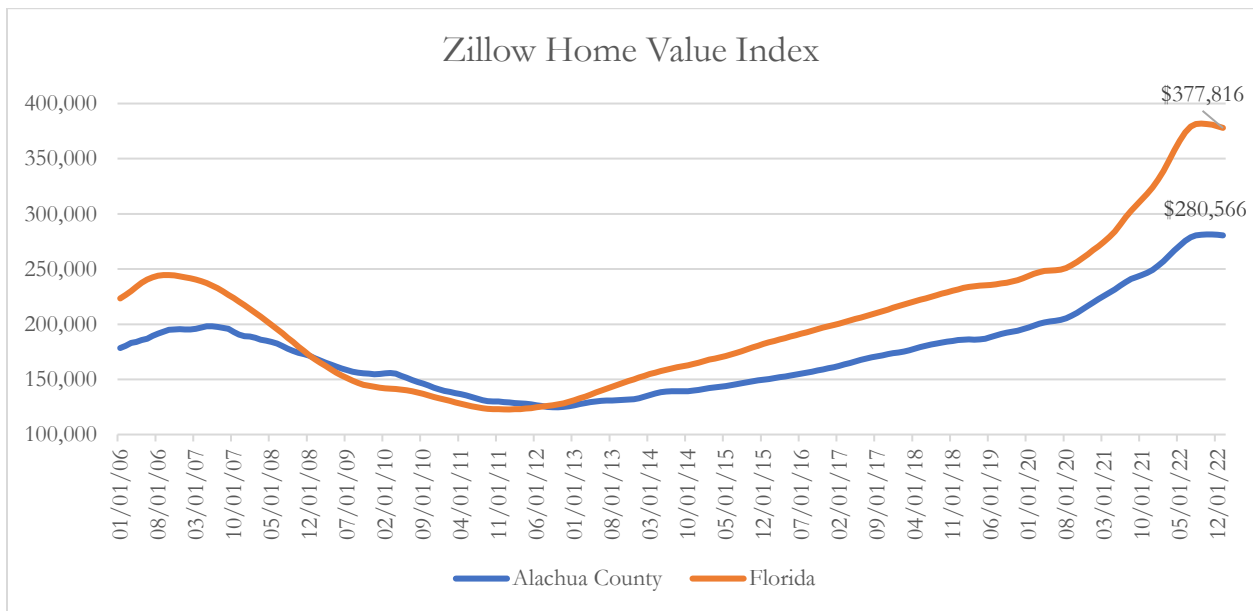


Figure 5: Zillow Home Value Index

## Supply Trends

To provide an overview of sales trends the following chart is derived from MLS data available through Redfin’s data center. The chart visualizes housing market activity by depicting active listings and monthly sales alongside months of supply available.

In the period following the COVID-19 outbreak (March 2020 - December 2022), monthly sales in Alachua County increased to an average of 363, with peak sales ranging between 400 and 500 during the summer of 2021. This is in contrast to the average monthly sales of 277 that were observed in the pre-COVID period from 2012 to February 2020. This trend depicts the high activity of the real estate market, that coincides with peak median homes sales represented in Florida Realtors and Zillow data.

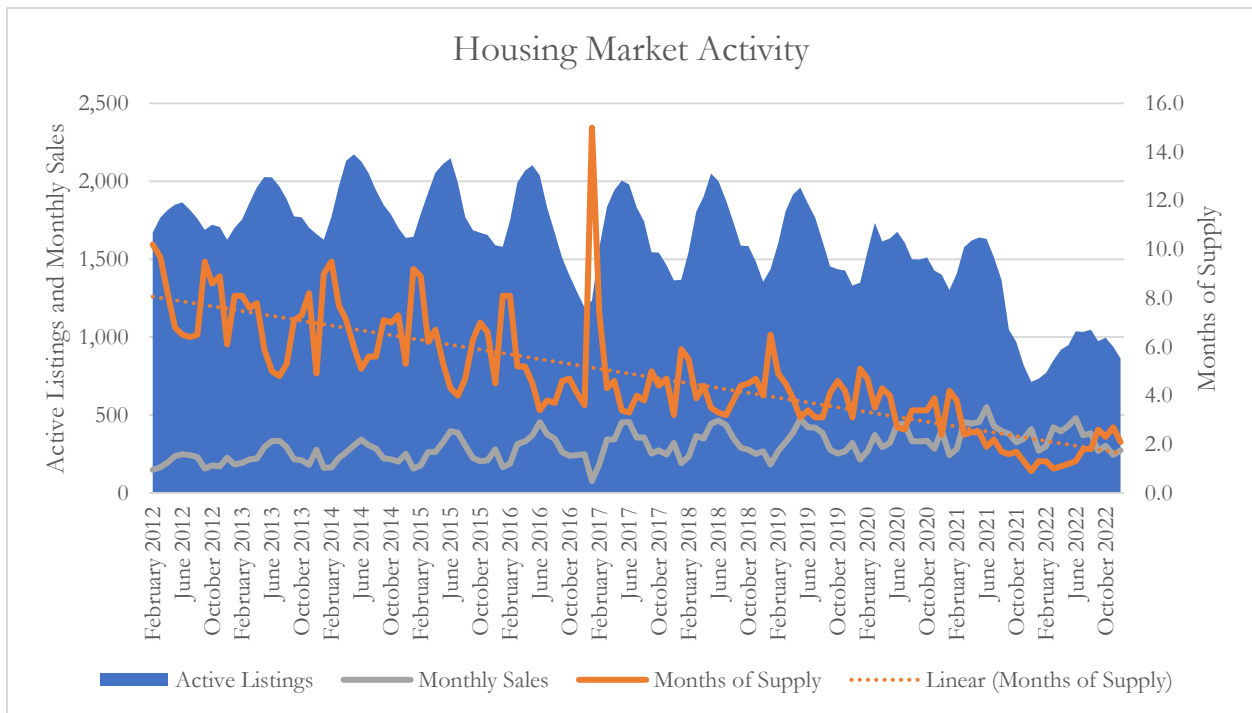


Figure 6: Alachua County Housing Market Activity

Months of supply or relative supply, seen represented on the right axis, is a measure of how many months it would take to sell all the available homes on the market, given the current level of demand. A relative supply of less than six months is generally considered a seller's market, meaning there are more buyers than there are homes for sale, and prices may rise. A relative supply of six to nine months is considered a balanced market, meaning there is an equal balance of buyers and sellers. A relative supply of more than nine months is considered a buyer's market, meaning there are more homes for sale than there are buyers, and prices may fall.

In late 2021 and 2022, the relative supply of housing fell below two months. It reached its lowest point in December 2021, with only 0.9 months of supply available—a severe sellers’ market. For the first three quarters of 2022, relative supply hovered around two months, until it rose above two months again in September 2022. By the end of 2022, the average relative supply was 2.7 months. This shortage of

supply, coupled with high demand, has led to rapid increases in home sale prices, making it even more challenging for low and moderate-income potential homebuyers to find affordable housing.

### Renter Market Trends

To provide insight into rental market trends in Alachua County this report derives data from two primary sources, 1) Zillow Observed Rent Index (ZORI) and 2) the American Community Survey data table DP04. The ZORI index is a measure of the median estimated market rate rent across a specific geographic region and is based upon Zillow's rental listings, updated monthly. ZORI offers a more granular and timely view of the rental market, allowing users to track rental price changes more closely. On the other hand, ACS data on median rent is a product of the U.S. Census Bureau, and it is collected through an annual survey. ACS data provides a broader perspective on rental prices and includes information on a wider range of properties, including those that may not be listed on online platforms like Zillow. By combining these two sources of data, this report can leverage the strengths of each source, resulting in a more comprehensive and robust analysis.

The chart below shows the latest data from ZORI through August 2022. The highest increase in rental rates occurred in November 2021, reaching a 25% year-over-year increase. Since then, rental rates have slowed down to about 16% year-over-year as of August 2022, which is still much higher than the pre-COVID trends averaging about 5.5%.

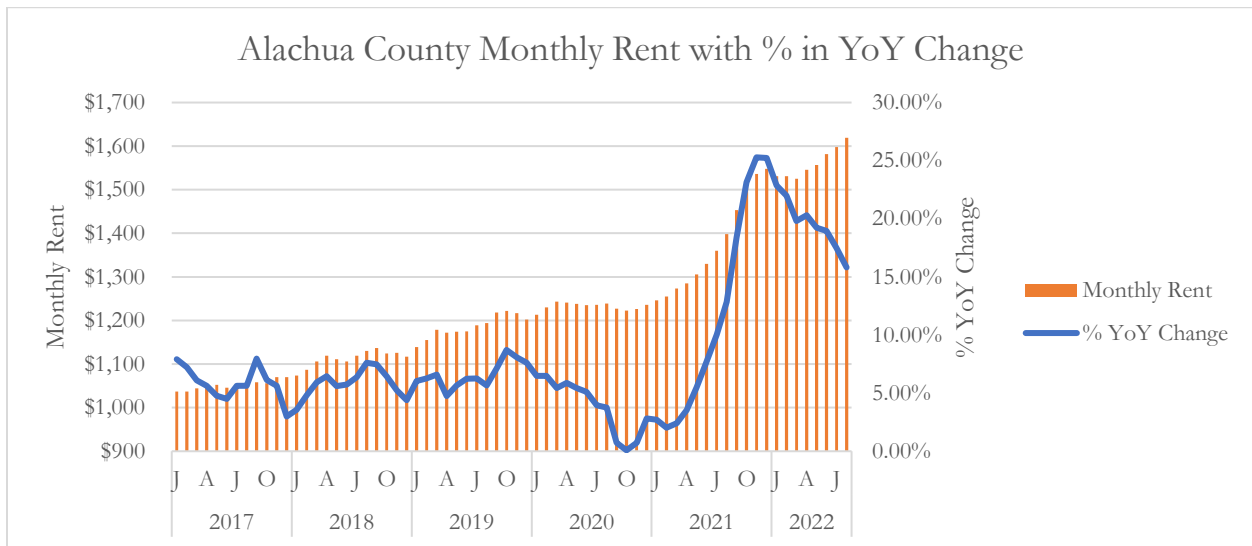


Figure 7: Monthly Rent Year-Over-Year Change

### Existing Housing Stock

This section looks at the presence of housing types regarding housing units' structure and size. When designing an inclusionary housing ordinance, it is essential to consider both these factors to ensure that the policy effectively addresses the diverse needs of the community. These factors play a crucial role in determining the affordability and accessibility of housing options.

The chart below illustrates that in all geographies there is a strong tendency toward single family homes, however this predominance of housing types is even stronger in Unincorporated Alachua County. The unincorporated area also has a higher proportion of mobile homes, accounting for 12.6% of housing units, which is twice the percentage observed within the broader county.

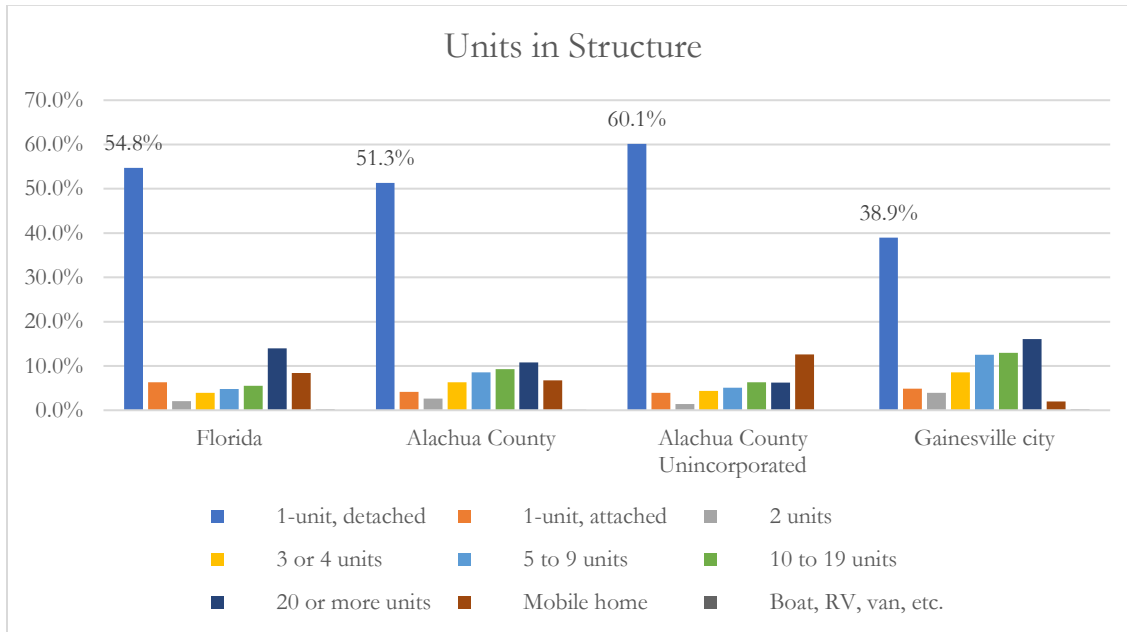


Figure 8: Units in Structure

Unincorporated Alachua County exhibits a greater abundance of larger housing structures compared to Florida as a whole, the entire county, and Gainesville. The area has a significantly higher proportion of 3-bedroom units, with a 21-point gap between the most common (3-bedroom) and the next most common type (2-bedroom). Additionally, 4-bedroom units are nearly as common as 2-bedroom units, with only a 1% difference. This trend suggests a prevalence of larger housing units in unincorporated Alachua County, which may contribute to a decrease in the availability of smaller, more affordable housing options.



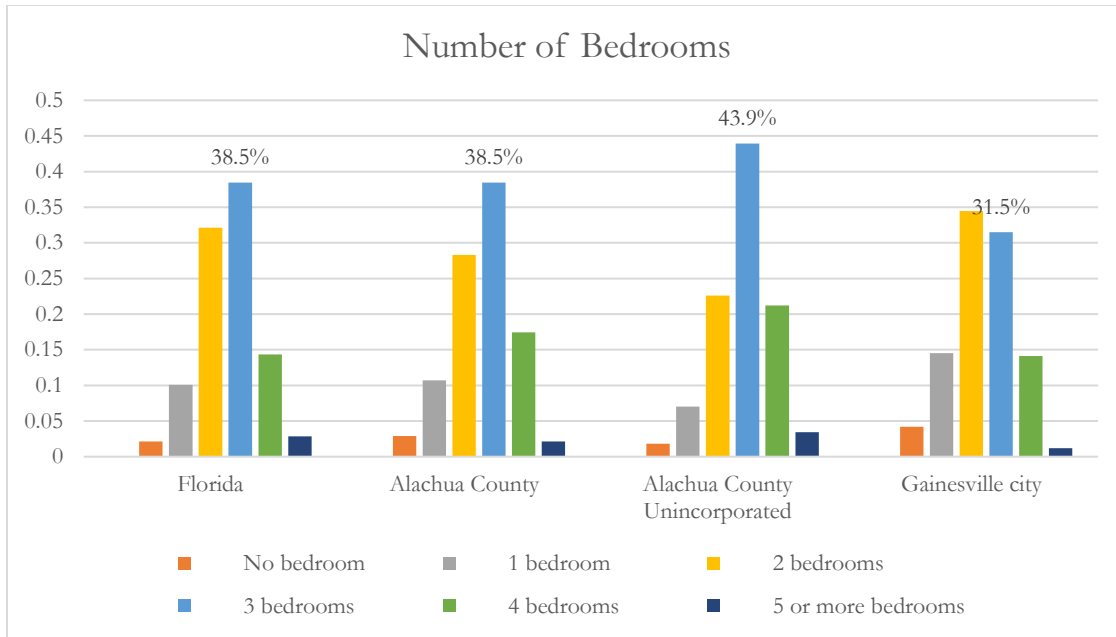


Figure 9: Number of Bedrooms

### Change in Unit Value

The following two charts compare American Community Survey (ACS) Data for 2016 and 2021 to determine the change in unit value in owner occupied units and rental units. These charts tell the story of the change in the affordability of the housing stock at the differing price brackets. While value brackets in this analysis are not equal, it does provide a snapshot at what is happening at these various tiers. This analysis shows a disproportionate growth in the highest cost owner-occupied housing units and shift in increasing values.

Between 2016 and 2021, the number of occupied housing units in unincorporated Alachua County increased by an estimated 2,287 units according to ACS data, from 26,279 to 28,566. During this six-year period, the four lowest value brackets experienced a net decrease in units. Conversely, the three highest value brackets - "\$300,000 to \$499,999," "\$500,000 to \$999,999," and "\$1,000,000 or more" - saw the largest increases, with growth rates of 66.3%, 72.0%, and 172.1%, respectively. These changes in unit types illustrate the general directionality of housing stock trends and are best understood as an indicative measure rather than an absolute value.

	Unincorp. Alachua County 2016	% of Housing Stock	Unincorp. Alachua County 2021	% of Housing Stock	Change in Units	% Change in Share of Total Units	% Change of units in category
<b>Owner-occupied units</b>	26,612	100.0%	28,566	100.0%	1,954		
<b>Less than \$50,000</b>	1,820	6.9%	1,614	5.7%	-206	-1.3%	-11.3%
<b>\$50,000 to \$99,999</b>	3,654	13.9%	2,942	10.3%	-712	-3.6%	-19.5%
<b>\$100,000 to \$149,999</b>	3,502	13.3%	2,918	10.2%	-584	-3.1%	-16.7%
<b>\$150,000 to \$199,999</b>	4,723	18.0%	3,720	13.0%	-1003	-4.9%	-21.2%
<b>\$200,000 to \$299,999</b>	6,685	25.4%	6,744	23.6%	59	-1.8%	0.9%

<b>\$300,000 to \$499,999</b>	4,455	17.0%	7,407	25.9%	2952	9.0%	66.3%
<b>\$500,000 to \$999,999</b>	1,601	6.1%	2,753	9.6%	1152	3.5%	72.0%
<b>\$1,000,000 or more</b>	172	0.7%	468	1.6%	296	1.0%	172.1%

Table 8: Change in Owner Occupied Unit Value

In unincorporated Alachua County between the years of 2016-2021 there was an estimated net loss of 291 rental units, however this it is important to note that due to the margin of error accompanying ACS data, this figure does not appear to be statistically significant. The number of the most affordable units, units that cost less than \$500 or between \$500 and \$999, in the unincorporated area experienced a decrease of 64.2% and 41.2%, respectively. The fastest growing cost brackets for rental units are “\$1,500 to \$1,999” and “\$3,000 or more”. The plurality of rental units cost between \$1,000 and \$1,499 per the ACS data.

	Unincorp. Alachua County 2016	% of Housing Stock	Unincorp. Alachua County 2021	% of Housing Stock	Change in Units	% Change in Share of Total Units	% Change of units in category
<b>Occupied units paying rent</b>	11,785	100.0%	11,494	100.0%	-291		
<b>Less than \$500</b>	961	3.7%	344	3.0%	-617	-0.7%	-64.2%
<b>\$500 to \$999</b>	5,648	21.5%	3,322	28.9%	-2,326	7.4%	-41.2%
<b>\$1,000 to \$1,499</b>	3,459	13.2%	4,480	39.0%	1,021	25.8%	29.5%
<b>\$1,500 to \$1,999</b>	1,100	4.2%	2,295	20.0%	1,195	15.8%	108.6%
<b>\$2,000 to \$2,499</b>	313	1.2%	516	4.5%	203	3.3%	64.9%
<b>\$2,500 to \$2,999</b>	152	0.6%	163	1.4%	11	0.8%	7.2%
<b>\$3,000 or more</b>	152	0.6%	374	3.3%	222	2.7%	146.1%

Table 9: Change in Rental Unit Cost

## Building Activity Analysis

### Housing Development Sector

The following section of this report examines the building sector in Alachua County to understand how development is proceeding compared to population growth in the area. Whether development is keeping up with population growth is important to note because if population growth outpaces building there can be a strain on housing supply which can lead to increases in housing prices. The following chart depicts the past thirty years of permits as tracked by the US Census Building Permit Survey, in which Unincorporated Alachua County has seen wide variability in building activity.

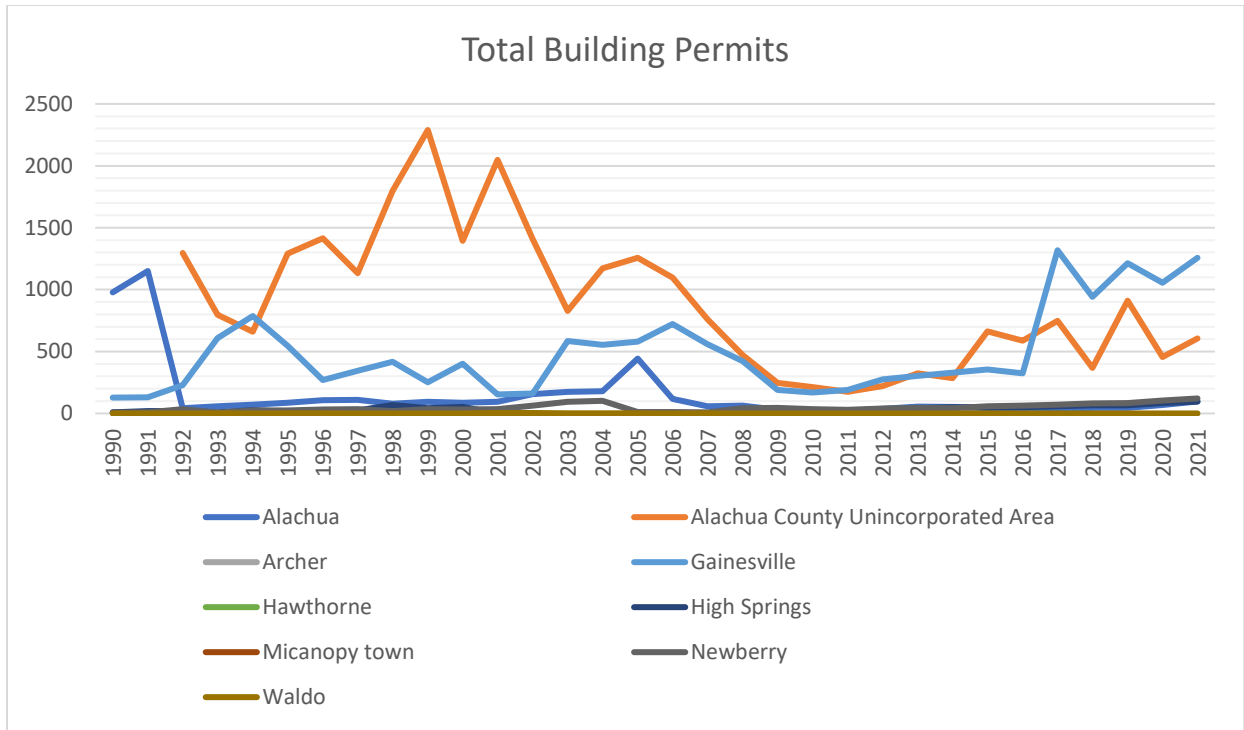


Figure 10: US Census BPS Total Building Permits

Building activity in the unincorporated County has not yet reached the levels seen before the 2008 housing crash. Census permit data shows that the county has permitted an average of 468 units per year over the past decade, excluding mobile homes but including both single-family and multi-family units. Although building permits decreased in 2018 and 2020, resulting in a reduction in the 10-year average, the recent trendline for building permits has been positive.

### County Permit Data

For the analysis of county permit data, a report was for February 2013 – February 2023 on the County’s CitizenServe portal. This data was sorted by permit type and sub-type and by date issued. An estimated 97% of permits classified as new construction permits, filtering for projects that don’t account for new units, were for single family projects; or 73.4% of all building permits including manufactured homes and ADUs. Over the past 10 years there have been about 8.5 multifamily development projects a year (developments for 3 or more families), or a total of 85 developments. Modular and manufactured home activity accounts for a sizable (21%) portion of building permit activity.

Building Permits	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Grand Total
Accessory Dwelling Unit									33	35	3	<b>71</b>
Rural									30	26	2	<b>58</b>
Urban									3	9	1	<b>13</b>
Manufactured Home (HUD)	67	92	82	130	120	146	170	101	161	186	8	<b>1263</b>
New Construction	325	290	387	354	393	391	479	495	660	778	7	<b>4559</b>
Manufactured/Modular	7	6	4	10	4	8	6	6				<b>51</b>

Residential (1-2 Family)	318	284	370	333	369	372	459	489	659	763	7	4423
Residential Multi-Family (3 or more families)			13	11	20	11	14		1	15		85
Grand Total	392	382	469	484	513	537	649	596	887	1034	21	5893

Table 10: County Permit Data

The following map is a heat map of issued New Construction building permit during the same timescale. The map shows that most permits have been issued within the central Urban Cluster Area. But there is also considerable development happening outside of the urban cluster area, particularly in the areas south of Alachua and to the east of Newberry.

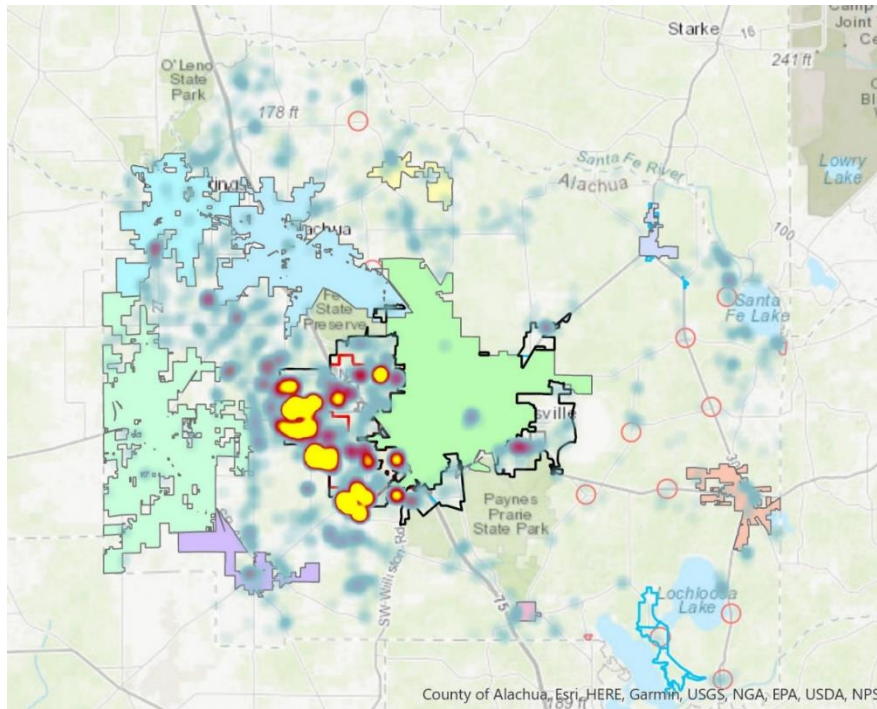


Figure 11: County Building Permit Data Heat Map

### Building Activity Compared with Population Growth

To evaluate the housing demand and supply trends, this section compares building permits to population growth. Data used for this analysis includes the 2012-2021 Census 5-Year Survey data for population (Census Table DP05) and average household size (Census Table S1101). The building permit data was collected from the Census Building Permit Survey Time Series and Table Tool, and the reported numbers of manufactured and modular units were added from Alachua County data. An annual estimated unit loss was calculated using similar methodology to the U.S. Census Bureau<sup>1</sup> uses to calculate state and county housing estimates, applying housing loss rates based upon age distribution and type of housing stock. Finally, to calculate the unit demand, the total population was divided by the average household size. The difference between the total number of housing units built and the housing unit demand represented the surplus or deficit of units. The building permits data provided by the Census and the

<sup>1</sup> Methodology For State and County Total Housing Unit Estimates (Vintage 2020)

County exhibit slight differences. There are several potential reasons for this variation, including disparities in reporting schedules between the Census Bureau and the County, methodological differences in counting units, and discrepancies in how the building permit survey is conducted and data is categorized by department staff.

Overall, development activity in Unincorporated Alachua County has slightly lagged behind population growth. Since 2013, the analysis finds that there has been a net deficit in new units compared to population growth. Over the nine-year period there has been an average unit increase of 516 units, an average increase of 448 households, which without the estimated loss of units would just cover annual growth, but after adding the average loss rate of 92 units in, there is an average annual deficit of about 25 units.

Year	Units Built	Population	Population Growth	Household Size	New Housing Demand	Estimated Annual Loss of Units	Surplus/Gap
2012		98,945					
2013	386	99,637	692	2.43	285	62	9
2014	373	100,389	752	2.45	307	99	-26
2015	453	101,543	1154	2.46	469	91	-108
2016	462	102,481	938	2.49	377	92	-7
2017	502	104,615	2134	2.58	827	92	-417
2018	512	106,060	1445	2.46	587	92	-167
2019	632	106,810	750	2.55	294	91	246
2020	554	108,250	1440	2.48	581	93	-119
2021	766	109,018	768	2.49	308	91	366
						<b>Net Unit Surplus/Gap</b>	<b>-168</b>

Table 11: Building Activity Compared to Population Growth

If the unincorporated Alachua County population over the next 20 years were to keep growing at the same rate as it has been for the last ten, by 2043 the population will be 140,505 an increase of 31,487 or an estimated 12,696 new households, assuming that future household size mirror the 9-year average of 2.48. At this 1.16% rate of growth, the county would need to build roughly 663 units a year on average to keep up with growth and loss of units. However, if the population growth is going to progress as it did from 2019 to 2020, with a growth rate of 1.35, the county will need to build roughly 772 units a year. According to the BPS data and County data, the unincorporated county is beginning to reach this unit-threshold as of 2021 and 2022. Although there are positive signs of the county starting to keep up with demand, the number of units created is not itself enough to address the housing need, particularly for low-income households. An inclusionary housing ordinance would ensure that units at affordable homes to targeted incomes are added to the community as well.

### Affordability Analysis

This section synthesizes different affordability measures as well as compare how market trends and household incomes stand up to these metrics. This will provide better context on the conditions of affordability within the Alachua County community.

To better contextualize economic characteristics, this section begins by introducing HUD and SHIP income limits which serve as a benchmark for affordable housing programs. In estimating median incomes HUD relies upon median family households’ data, as opposed to median households’ income data, to construct their limits. For 2023, the estimate for the household median income in the Alachua County HUD Metropolitan Fair Market Rent Area (HMFA) is \$90,800, up from \$85,600 in 2022. The following charts provide income and rent limits for SHIP program assistance and define AMI thresholds from 30%-140% for the range of household sizes.

Income Limit by Number of Persons in Household in Alachua County – 2023												
<b>Alachua County</b>	30%	18,200	20,800	24,860	30,000	35,140	40,280	45,420	50,560	Refer to HUD		
<b>(Gainesville HMFA)</b>	50%	<b>30,350</b>	<b>34,700</b>	<b>39,050</b>	<b>43,350</b>	<b>46,850</b>	<b>50,300</b>	<b>53,800</b>	<b>57,250</b>	<b>60,690</b>	<b>64,158</b>	
	80%	48,550	55,500	62,450	69,350	74,900	80,450	86,000	91,550	97,104	102,653	
<b>Median:</b>	90,800	<b>120%</b>	<b>72,840</b>	<b>83,280</b>	<b>93,720</b>	<b>104,040</b>	<b>112,440</b>	<b>120,720</b>	<b>129,120</b>	<b>137,400</b>	<b>145,656</b>	<b>153,979</b>
		140%	84,980	97,160	109,340	121,380	131,180	140,840	150,640	160,300	169,932	179,642

Table 12: HUD/SHIP Income Limits 2023

Rent Limit by Number of Bedrooms in Unit – 2023						
	0	1	2	3	4	5
<b>30%</b>	455	487	621	814	1,007	1,199
<b>50%</b>	758	813	976	1,127	1,257	1,388
<b>80%</b>	1,213	1,300	1,561	1,803	2,011	2,219
<b>120%</b>	1,821	1,951	2,343	2,706	3,018	3,331
<b>140%</b>	2,124	2,276	2,733	3,157	3,521	3,886

Table 13: HUD/SHIP Rent Limits 2022

### Cost-burden

“Cost-burden” is a common standard that housing professionals and government agencies use to determine whether a household’s monthly home payments are affordable. Often a household is considered “cost-burdened” if it spends more than 30% of its gross income on housing costs including the rent or mortgage payment, utilities, and property taxes and insurance as applicable. A household is “severely cost-burdened” if it spends more than 50% of its gross income on housing expenses.

The following is based on data from the Shimberg Center’s Data Clearinghouse estimated using 2019 American Community Survey numbers interpolated for 2020. Though the data is a bit older than some of the other data used in this report it provides a good look at homeowner and renter households. The data estimates that 29% of households were low-income and cost burdened.

Cost Burden in Alachua County	Number of Households
Low Income, Not Cost Burdened	13,399
Low Income, Cost Burdened	28,695
Not Low Income, Cost Burdened	5,274
Not Low Income, Not Cost Burdened	50,645

Table 14: Shimberg All Cost Burdened Household 2020

More recent data on renters alone comes from the Shimberg Center’s 2022 Rental Market Study and defines “cost burdened” as a household spending more than 40% of its gross income on housing costs. This higher threshold is used to better reflect the financial strain experienced by low-income households living in affordable housing units without rental assistance. The study estimates that out of roughly 24,237 low-income renter households (earning 80% or less of AMI), more than 50% are cost-burdened at the 40% level. When a household spends such a high proportion of their income on housing, it is difficult to save or have enough funds for healthcare, education, food, and an overall good quality of life.

Alachua Renter Cost Burdened Renters 2022			
	All Renters in Income Category	Cost Burdened (>40%) Renters in Category	% Cost Burdened
0-30% AMI	9665	7578	78.4%
30-60% AMI	10980	5761	52.5%
60-80% AMI	3592	886	24.7%
80.01 to 100% AMI	2570	(X)	(X)*
100.01 to 120% AMI	3847	(X)	(X)*
120.01 to 140% AMI	1900	(X)	(X)*

\* (X) indicates suppressed results where estimates are not statistically significantly different from zero. Where possible, missing values are included in data aggregated to a higher level, such as state totals. Therefore, totals for columns and rows with missing values will be higher than the sum of the numeric values that do appear.

Table 15: Alachua Renter Cost Burdened Renters 2022

### Affordable and Available Rental Units

The Affordable and Available Analysis from the Shimberg Center evaluates the availability of affordable rental units for households at varying income levels. A rental unit is considered affordable and available for a household with a specific income threshold if the unit is affordable for that income level and is either empty or occupied by a household with an income equal to or lower than that threshold. The affordability threshold for a unit is defined as costing no more than 30% of the income at the top of the income threshold, adjusted for unit size.

Region	County	Affordable/Available Units Minus Renter Households					
		0-30% AMI	0-40% AMI	0-50% AMI	0-60% AMI	0-80% AMI	0-120% AMI

<b>Gainesville, FL MSA (minus Gilchrist)</b>	Alachua	-8,261	-8,260	-7,794	-4,874	3,923	6,357
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Table 16: Shimberg Affordable and Available Table – Rental Market Study 2022, 2023 Update

This analysis shows that for Alachua County there is a shortage of affordable and available rental units at 60% AMI and below. An inclusionary housing ordinance targeted at producing rental units afford to at least the 60% AMI level would begin to address the deficit present in the county.

### Income Growth compared to Median Housing Prices

Between 2016 and 2021, the median home sale price increased at a faster rate than median household income; homes prices increased over two times as much as income in this period. During this timeframe, median home sale prices experienced a 46% increase – from \$150,397 in 2016 to \$219,690 in 2021 – while median incomes saw a comparatively smaller rise of 19.2%. This disparity in growth rates highlights a serious affordability challenge in the housing market. With home prices rising much faster than incomes, many households may find it increasingly difficult to afford a home, potentially exacerbating existing socioeconomic inequalities. This data also does not consider the increased home prices since 2021.

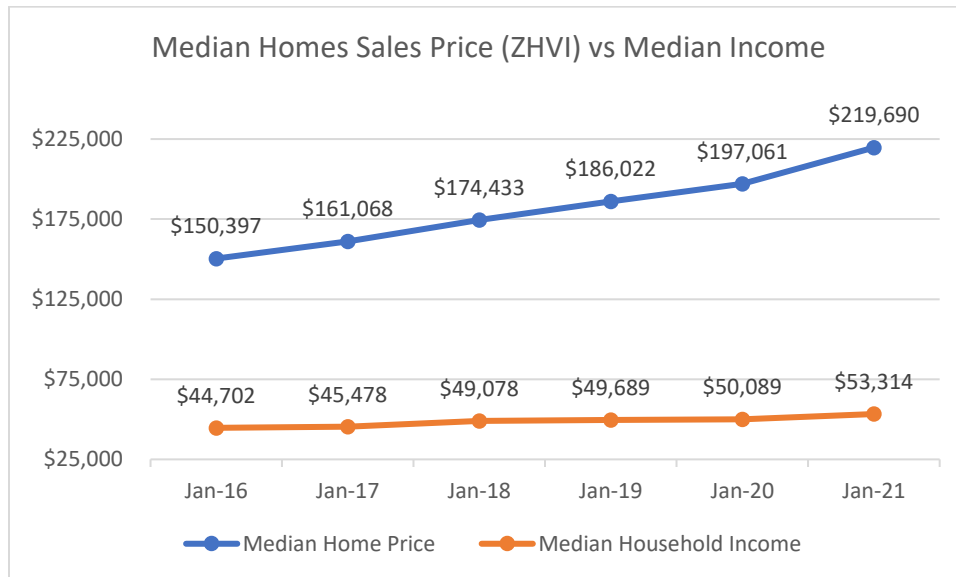


Figure 12: Median Homes Sales Price vs Median Income

### Median Wages of Alachua County Occupations

The Bureau of Labor Statistics offers estimated occupational employment and wage statistics for the entire population in the MSA. According to the most recent data from 2022, there are more than 122,900 individuals employed across 335 detailed industry categories. The top 20 most common occupation groups, along with their respective median hourly and annual wages, are provided in the following chart.

Occupation Title	Employed	Hourly median wage	Annual median wage
------------------	----------	--------------------	--------------------



<b>Registered Nurses</b>	6,020	36.83	76,600
<b>Retail Salespersons</b>	3,510	13.45	27,980
<b>Fast Food and Counter Workers</b>	3,350	11.81	24,570
<b>Office and Administrative Support Workers, All Other</b>	3,170	17.79	37,010
<b>Office Clerks, General</b>	3,100	17.79	37,010
<b>Stockers and Order Fillers</b>	2,950	15.37	31,980
<b>Cashiers</b>	2,850	12.48	25,960
<b>Nursing Assistants</b>	2,610	17.44	36,280
<b>Waiters and Waitresses</b>	2,580	13.30	27,650
<b>Customer Service Representatives</b>	2,430	16.97	35,290
<b>General and Operations Managers</b>	2,290	46.69	97,110
<b>Janitors and Cleaners, Except Maids and Housekeeping Cleaners</b>	2,220	13.46	28,010
<b>Secretaries and Administrative Assistants, Except Legal, Medical, and Executive</b>	1,660	17.90	37,240
<b>Maintenance and Repair Workers, General</b>	1,600	18.80	39,100
<b>Home Health and Personal Care Aides</b>	1,390	12.96	26,950
<b>Cooks, Restaurant</b>	1,370	13.97	29,060
<b>First-Line Supervisors of Office and Administrative Support Workers</b>	1,260	28.08	58,410
<b>Bookkeeping, Accounting, and Auditing Clerks</b>	1,240	21.39	44,480
<b>Business Operations Specialists, All Other</b>	1,230	22.22	46,220
<b>Industrial Truck and Tractor Operators</b>	1,180	21.54	44,800

Table 17: Gainesville MSA 20 Most Common Occupations, BLS May 2022

To compare the wages of different occupations to local housing prices, we used a basic calculation that assumes a maximum purchase price of three times a household's annual income. While this rule of thumb may not perfectly reflect the individual circumstances of each household, it aligns with the standard debt-to-income (DTI) ratio rule and provides a rough estimate of what households in the area may be able to afford. However, it's worth noting that other factors, such as household debt, down payment size, and interest rates, also play a role in determining affordability. Hourly wages are estimated based on a standard assumption of 52 working weeks, 4.33 weeks per month, and a 40-hour workweek.

### Alachua County Wage Needed to Afford Housing

<b>Wage needed to afford median rental (ZORI)</b>	\$26.58
<b>Wage needed to afford median sales price of a single-family home</b>	\$52.24
<b>Wage needed to afford median sales price of a townhome</b>	\$28.04

Table 18: Estimated Wages Needed to Afford Housing

Of the top 20 most common occupations only three occupations General and Operations Managers, Registered Nurses, and First-Line Supervisors of Office and Administrative Support Workers meet the threshold to afford a rental unit based upon the ZORI index or afford to purchase a townhome on their sole income. While none of these most frequent occupations would support the purchase of a home at the median sales price.

Out of all the occupations in the MSA (Metropolitan Statistical Area) with detailed wage statistics provided, only ten occupation groups with an estimated 2520 employed, have a median income where a worker can to afford a home at the current median sales price (\$52.24 hourly wage needed). This represents only 2.0% of the total employed population in the area. When considering the median sales price of townhomes, there are 89 occupation groups that have a total of 29,050 employed individuals that have median hourly wages high enough. This represents approximately 23.6% of the total employed population. The fact that nearly 80% of occupations have median wages insufficient to cover the cost of a median-priced single-family home or townhome reveals a significant affordability gap in the housing market. This indicates that homeownership may be unattainable for a majority of the workforce under current conditions.

### Median Household Income compared to Median Housing Prices

The following section presents an analysis centered on HUD/SHIP AMI limits, examining the affordability of housing for low-income households in Alachua County in relation to the market trends discussed earlier. The initial chart offers insights into the affordability for low-income households by considering household sizes, income levels, hourly wage thresholds, estimated maximum purchase prices, and maximum monthly housing expenses as provided by HUD.

Income Level	Annual Income Limit (1 - 4-person household)	Hourly Wage, 1 full-time job	Hourly Wage, 2 full-time jobs	Max Purchase Price Affordable	Max affordable monthly housing cost (1 - 4-bedroom units)
30%	\$18,200 - \$30,000	\$9 - \$14	\$11	\$54,600 - \$90,000	\$487 - \$814
50%	\$30,350 - \$43,350	\$15 - \$21	\$11	\$91,050 - \$130,050	\$813 - \$1,127
80%	\$48,550 - \$69,350	\$23 - \$33	\$12-\$17	\$145,650 - \$208,050	\$1,300 - \$1,803
120%	\$72,840 - \$104,040	\$35 - \$50	\$18 - \$25	\$218,520 - \$312,120	\$1,951 - \$2,706
140%	\$84,980 - \$121,380	\$41 - \$58	\$25 - \$29	\$254,940 - \$364,140	\$2,276 - \$3,157

Table 19: AMI Thresholds and Wages Needed to Afford Housing

The following table depicts the gap between what households at various AMI thresholds can afford and the median prices for single family homes, townhomes, rents (ZORI). Very low and extremely low-income households cannot afford housing units at median sales prices in 2021.

A low income, four-person household earning \$69,350 a year can afford the median townhome and afford the median rent. This household would either need to have an earner making \$33 per hour or have two earners earning at least \$17 dollars per hour. However, attached, townhome-like options only make up 3.9% of the total housing stock and a household at this income level could not afford the median single-family home.

	Median Home vs Income at AMI		Median Townhome vs Income at AMI		Median Rent vs Income at AMI	
	\$326,000		\$175,000		\$1,598	
	1-person	4-person	1-person	4-person	1-person	4-person
30 - Extremely Low Income	-\$271,400.00	-\$236,000.00	-\$120,400.00	-\$85,000.00	-\$1,111.00	-\$591.00
50 - Very low income	-\$234,950.00	-\$195,950.00	-\$83,950.00	-\$44,950.00	-\$785.00	-\$341.00
80 - Low Income	-\$180,350.00	-\$117,950.00	-\$29,350.00	\$33,050.00	-\$298.00	\$413.00
120 - Moderate Income	-\$107,480.00	-\$13,880.00	\$43,520.00	\$137,120.00	\$353.00	\$1,420.00
140 - Middle Income	-\$71,060.00	\$38,140.00	\$79,940.00	\$189,140.00	\$678.00	\$1,923.00

Table 20: AMI Thresholds and Median Unit Price Affordability Gap

Change in Most Affordable Rental Units (2016 to 2021)	
Less than \$500	-617
\$500 to \$999	-2,326
\$1,000 to \$1,499	1,021
\$1,500 to \$1,999	1,195

Table 21: Change in County of Most Affordable Rental Units

Change in Most Affordable Ownership Units (2016 to 2021)	
Less than \$50,000	-206
\$50,000 to \$99,999	-712
\$100,000 to \$149,999	-584
\$150,000 to \$199,999	-1,003

Table 22: Change in County of Most Affordable Ownership Units

Affordable housing is becoming increasingly scarce in unincorporated Alachua County, posing significant challenges to low and extremely low-income households who are already struggling to afford median housing prices.



## **Report 2: Inclusionary Housing in Alachua County**

### **Analyzing Capacity and Resources**

This second report of the feasibility study for inclusionary housing in Alachua County analyzes potential outcomes from implementing an inclusionary program, as well as the feasibility of adopting an effective program in compliance with State law with a resulting menu of regulatory options for the County's consideration.

This report first provides some background on mandatory and inclusionary housing programs, including parameters in Florida law for mandatory inclusionary programs. This overview is followed by general local considerations that may influence structuring and implementing an inclusionary program in the County. The following section evaluates prior development trends and development capacity currently or potentially available in the County that would provide a basis for development that might trigger an inclusionary requirement if adopted. This section also analyzes the County's options to offset costs via increased density allowances. Based on this analysis, this report then provides scoring criteria to help locationally focus regulatory strategies and other resources the County has to offset costs of and/or incentivize inclusionary housing if it were to adopt a mandatory and/or voluntary program, as well as by-right regulatory and procedural adjustments the County can make to facilitate more housing options. The final section summarizes these options.

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## Main Takeaways

- 1. Based on findings from Report 1, the County should consider housing needs at higher target income levels than those explicitly identified in the Comprehensive Plan, namely up to 80% Area Median Income (AMI) for rental and 120% AMI for homeownership strategies.**

Report 1 shows that the greatest housing need is experienced by households at 80% area median income (AMI) thresholds and below, particularly for rental units serving 60% AMI and below. For-sale units are quickly becoming unaffordable at 120% AMI and below. These income thresholds are greater than those explicitly targeted in the Comprehensive Plan language. Policy 1.2.8 of the County's Housing Element provides direction to "Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households." Very low- and extremely low-income have the standard definitions of 50% and 30%, respectively, of median annual gross income for households adjusted for family size within the metropolitan statistical area.

- 2. The County has remaining development capacity in its Urban Cluster area to which a mandatory requirement could apply. Yet, the main limiting factor of adopting mandatory IHO is likely the limited desire for density bonuses, which is a typical and robust incentive to adequately meet the cost-offset requirements of State law. As a result, the County should evaluate alternative strategies and incentives to increase affordable housing units.**

Over the past several years, Alachua County has taken praiseworthy steps to remove barriers to building housing, adding by-right density increases for Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), and Cottage Neighborhood (CN) Development if additional regulations are met. TND and TOD provisions also allow for multi-family housing types.

A review of a sample of prior developments indicates some TND and CN developments have completely used all their allowed entitlements, and others have used most but not all their entitlements. Discussions with County planning and housing staff have indicated that there generally have not been many requests for land use amendments and re-zonings for additional density. One perspective offered during a discussion with a local developer indicated a potential limit to the desire for additional density due to the market desire for detached, single-family homes.

This lack of requests for more density poses a challenge to implementing an inclusionary housing ordinance in Alachua County. Providing additional density or other land use benefits is the most successful tool a local government has to offset the costs of an affordable housing requirement and the fact that developers have not utilized existing incentives or requested land use changes is concerning for an IHO feasibility study.

Given the prior increase in by-right density and housing type allowances in the past via TOD, TND, and cottage neighborhood regulations; the mixed results in terms of complete use of existing density in the cases of these developments reviewed; and indications from developers and staff of limited desire for additional density through requests for increases in Urban Cluster areas, it is not clear that use of a typical tool like a density bonus to incentivize and offset costs for an inclusionary

requirement would be effective in Alachua County in the current market. In a situation where a developer opts to not select a density bonus as an incentive to “fully offset all costs” of an IHO requirement, the County may be put into a predicament where it needs to provide monetary incentives to reduce costs instead of using regulatory incentives. However, current or additional density bonuses may become more desirable with administrative allowances to build multi-family without a mixed-use requirement and if there is further market shift towards more dense, multifamily rental development.

**3. While requests for entitlement increases are currently rare, the County can consider implementing mandatory IHO requirements for future entitlement increases via land use amendments, rezonings, and Urban Cluster expansions. Such requirements should apply to single-family and for-sale units.**

While the County has reported limited requests for additional density through land use amendments and rezonings, the County can still put a mandatory IHO requirement in place now for future land use amendments, rezonings, and Urban Cluster expansion requests with entitlement increases as market and build-out conditions evolve. IHO requirements should be coordinated between these options in view of growth management goals to focus urban densities in the Urban Cluster area, optimal use of infrastructure investments, and others.

As noted in Report 1, most new construction in the unincorporated County for the past 10 years has been one- and two-family homes, which likely capture many units for sale. Consequently, any affordable housing strategy such as IHO that is tied to market-rate development in the County would need to apply not only to rental but also to for-sale units.

**4. The following are additional incentive opportunities for voluntary IHO/affordable housing development that can also be provided with mandatory IHO requirements.**

**4a. Establish density bonus.**

Given the mixed indications of potential desire for additional density from the density analysis completed and additional information gathered in this report, the County could pilot a by-right density bonus above and beyond what is offered with current TND and TOD density allowances through a voluntary program to gauge whether with a streamlined process of not having to do a land use/zoning amendment would encourage requests for additional density in exchange for provision of affordable units.

**4b. Provide funding and land with permanent affordability.**

The County can use existing public land in its inventory and land acquired through the recently passed one-cent surtax (see details in the appendix) for permanently affordable housing via a community land trust or other permanent affordability mechanism.

**4c. Remove non-residential requirement for TNDs and TODs.**

TND and TOD regulations have successfully provided greater density in exchange for a policy goal of mixed-use development. An affordable housing density bonus can be offered in the same vein as

these TND/TOD incentives by amending regulations to include extra benefits for an affordable housing contribution.

TND and TOD regulations, put in place in 2009, offer a way through the base zoning regulations to include various housing types and additional densities beyond base residential-only regulations. If a density bonus were to be offered in return for affordable units with use of residential-only base regulations, particularly for areas with more restrictive densities and housing type allowances, there could be cases where use of the full density could require transitioning to building attached and multi-family units, depending on space needed to meet other land development regulatory requirements (e.g., stormwater management, parking, etc.). TND and TOD regulations allow for multi-family and help account for these considerations through base regulations, with additional regulations for non-residential requirements, multi-modal transportation, etc.

A key adjustment to the regulation to incentivize affordable housing is the removal of the non-residential requirement in TODs and TNDs in exchange for affordable units; this would essentially provide the density bonus available to TOD and TND developments without having to do a mixed-use residential/non-residential project. A sample of recent TND development had commercial square footage far below maximum allowed, which may suggest potential interest in a reduced requirement. County staff has also indicated potential developer interest in this option. This strategy should be used in coordination with an evaluation of commercial land distribution to ensure that affordable development still has access to commercial areas.

**4d. Streamline/frontload public hearing and workshop requirements for developments with 25 units or more.**

Required workshops and hearings on a project-by-project basis can significantly slow down the development review process, increasing time and costs required for a project. However, these sorts of inputs are critical to ensure a project meets local vision and goals. Consequently, workshops and hearings should be frontloaded to enable exemptions at least for affordable housing developments of 25 units or more from these requirements during the development review process, excluding those projects triggering workshops and BOCC involvement on a case-by-case basis for other reasons stated in the Land Development Code (LDC). This input can occur during the Comprehensive Plan, LDC, and affordable housing funding guideline update and amendment processes.

**4e. Establish standard development fee and transportation mitigation cost offsets for affordable housing developments.**

The County previously bought down impact fees with general revenue but did not continue this practice; the 2022 Incentives and Recommendations Report from the Alachua County Affordable Housing Advisory Committee provides direction to revisit this incentive for impact fees.

The County can implement a standard fee waiver or buy-down for developments with income-restricted units. Whether the County would consider a waiver without an offset from another revenue source should be discussed with the County Attorney, along with revenue needs for infrastructure and other general revenue impacts from provisions in the Live Local Act. This program can consider inclusion of fees such as impact fees, the mobility fee, development review and permit



fees, and planning and land use fees. Policy 1.1.10 of the Transportation Element of the Comprehensive Plan has additional mitigation requirements for developments of greater than 1,000 dwelling units or 350,000 square feet of non-residential uses. The County can provide a cost offset aligned with the amount of required IHO units for these additional mitigation requirements where they apply.

Orange and Bay counties provide examples of buy-downs using State Housing Initiative Partnership (SHIP) funding; Manatee, Hillsborough, and Pasco counties provide examples of use of other funding sources for buy-downs, including funding availability from infrastructure surtax revenues.

**4f. Consider additional incentives, including stormwater management support, facilitation of use of non-residential parcels for affordable housing, funding support, and site design flexibility:**

- Provide off-site stormwater management.
- Facilitate affordable housing development on commercial, industrial and mixed-use sites via Live Local Act (2023).
- Establish additional funding for manufactured/modular (the latter indicating no chassis) homes; this approach should be considered in view of current homeowner’s association rules which may limit this housing type.
- Eliminate buffer requirements internal to IHO development and buffer/minimum lot size requirements for mixed-use development edge transitions.
- Remove/reduce setback requirements.
- Establish streamlined process to request additional requirement deviations and incentives.

**5. The following are opportunities for by-right adjustments to facilitate market-rate housing since they are options that may not be easily quantified to offset costs, that would not unlock large amounts of units provided on-site in one development where an IHO requirement would likely apply, or that are best practice to comply with State law.**

**5a. Evaluate locations for implementation of a “missing middle” housing zoning district.**

With the changes to the CN development regulations in 2023 allowing only detached units, primarily due to concerns with compatibility with surrounding single-family neighborhoods, the County should evaluate where small-scale missing middle housing types such as duplexes, triplexes, and quadplexes should be allowed and promoted. This will expand options to meet a variety of housing needs in the areas of focus while not removing the option to build single-family homes. Locational scoring criteria included in this report can provide a starting point for identifying appropriate areas, as well as transition areas between larger scale multi-family districts, commercial districts, and other more dense/intense development to single-family neighborhoods.

**5b. Remove ownership and locational barriers to accessory dwelling units (ADUs); consider tiered size caps between urban and rural areas.**

Remove owner-occupancy requirements for properties with ADUs. Owner occupancy requirements may discourage development of ADUs, limit selling options for current owners, and dissuade prospective buyers. Permit ADUs by right wherever single-family homes are permitted by right,

including higher density future land use categories and zoning districts where single-family homes are permitted. ADUs are currently permitted uses in Future Land Use categories ranging from Rural/Agricultural to Medium Residential (in terms of density). Consider a smaller size cap than the current 1700-square-foot cap for ADUs in the Urban Cluster area to maintain additional affordability through size.

**5c. Additional opportunities for expedited review and more objective language for compatibility.**

- Expand expedited review for affordable housing to the entire review process and all developments meeting income-restricted affordable development standards of the County.
- Establish objective terms for transitions between land uses and developments; address these regulations in the LDC as opposed to the Comprehensive Plan.

## Background on Inclusionary Housing

### Inclusionary Housing Basics

There are two main types of inclusionary housing ordinances (IHO), also called inclusionary zoning ordinances: 1) mandatory IHO and 2) voluntary IHO. A **mandatory IHO** is a land use policy that *requires* certain market-rate developments to set aside a number or percentage of units as affordable housing to income-eligible households. It is extremely rare for a mandatory IHO to apply to all new developments. Typically, there will be a unit threshold that triggers the affordable housing requirement. For example, a mandatory IHO could mandate affordable units only for developments of 50 units or more or another threshold determined by the local government. The local government must also determine the number or percentage of units that must be affordable within the market rate development. An example of a mandatory IHO would be: “All developments of 50 or more units must set-aside at least 10% of units as affordable housing to households earning at or below 120% of the Area Median Income.”

Here are the main elements of the typical mandatory IHO policy:

<b>Applicability.</b> What is the unit threshold that triggers the affordable housing requirement?	<b>Geographic Scope.</b> Which areas of the County will be subject to the affordable housing requirement? Whole jurisdiction? High-growth areas? Areas of high or low median household incomes?
<b>IHO Requirement.</b> What percentage or number of units must be affordable?	<b>Incentives.</b> What incentives can be used to fully offset all costs to the market-rate developer?
<b>Term of Affordability.</b> How long will the affordable units remain affordable?	<b>Exemptions.</b> What exemptions, if any, will be included in the IHO policy?
<b>Alternative compliance methods.</b> Can a developer satisfy their affordable housing requirement through a fee in-lieu or other alternative method?	<b>Pricing.</b> For ownership, how will pricing and resale be handled?
<b>Program Administration.</b> Who will be responsible for managing and monitoring the IHO program?	<b>Penalties.</b> What will the penalties be if a market-rate developer is not in compliance with their affordable housing requirements?

Mandatory IHO works best in areas with strong real estate markets where the value of producing additional market rate units will more than offset the costs of the required affordable units. Mandatory IHO is also most successful when local government has valuable regulatory incentives it can offer to market-rate developers in exchange for building mandated affordable units. In weaker markets where the local development industry does not need additional density or other regulatory incentives to build their product, mandatory IHO may be ineffective and actively stifle new development.

In contrast, a **voluntary IHO** encourages the private sector to provide affordable homes to income-eligible households with financial and regulatory incentives. As with a mandatory IHO, a typical voluntary IHO policy includes an incentive structure, a unit threshold, a determination of the number or percentage of affordable units needed to receive the incentives, and program compliance methods. Both mandatory and voluntary policies require staff capacity to run the program and an analysis of local development patterns and the existing regulatory structure.

For a voluntary IHO program to be effective, the incentives must be structured in a way to give the private sector something they want or need but do not already have. In other words, the local government must identify “carrots” they can offer (zoning flexibility, fee waivers, expedited permitting, financial subsidy, etc.) in exchange for provision of affordable units.

For example, a local government could provide only a density bonus for its voluntary IHO program, with language such as “The City will provide a 25% density bonus if the developer sets aside at least 10% of its units as affordable housing.” However, if market-rate developers are rarely building up to maximum densities to begin with, a density bonus by itself will be ineffective to truly incentivize affordable development; if a market-rate developer already has what they need to build their product, they will most likely leave the incentives on the table and not provide below-market rate units. In this example, additional work must be done to explore why it is that developers are not building up to maximum densities and if there are other development incentives, such as housing type flexibility, lot design standards, and fee reductions, that can truly entice the private sector to participate in the IHO program.

### [House Bill 7103 \(2019\) Requirements](#)

Florida law has expressly authorized local governments to adopt mandatory inclusionary housing ordinances since 2001 in sections 125.01055 and 166.04151 of the Florida Statutes for counties and municipalities, respectively.<sup>1</sup> In 2019, House Bill 7103 passed and become law, which amended these state inclusionary zoning statutes.

House Bill 7103 continued to allow local governments to implement mandatory IHO but with a condition. If a city or county implements a mandatory inclusionary housing program, ss. 125.01055(4) and 166.04151(4) require it to provide incentives to “**fully offset all costs** to the developer of its affordable housing contribution.” This “fully offset all costs” language requires local governments to keep developers economically whole in exchange for providing mandated affordable units. The Coalition interprets these statutes to mean that a local government does not need to do a calculation to “fully offset all costs” if it implements a *voluntary* IHO. Here is the statutory language for counties at s. 125.01055 of the Florida Statutes:

*125.01055 Affordable housing.—*

*(1) Notwithstanding any other provision of law, a county may adopt and maintain in effect any law, ordinance, rule, or other measure that is adopted for the purpose of increasing the supply of affordable housing using land use mechanisms such as inclusionary housing or linkage fee ordinances.*

*(2) An inclusionary housing ordinance may require a developer to provide a specified number or percentage of affordable housing units to be included in a development or allow a developer to contribute to a housing fund or other alternatives in lieu of building the affordable housing units.*

*(3) An affordable housing linkage fee ordinance may require the payment of a flat or percentage-based fee, whether calculated on the basis of the number of approved dwelling units, the amount of approved square footage, or otherwise.*

***(4) In exchange for a developer fulfilling the requirements of subsection (2) or, for residential or mixed-use residential development, the requirements of subsection (3), a county must provide incentives to fully offset all costs to the developer of its affordable housing contribution or linkage fee. Such incentives may include, but are not limited to:***

***(a) Allowing the developer density or intensity bonus incentives or more floor space than allowed under the current or proposed future land use designation or zoning;***

***(b) Reducing or waiving fees, such as impact fees or water and sewer charges; or***

***(c) Granting other incentives.***

*(5) Subsection (2) does not apply in an area of critical state concern, as designated by s. 380.0552.*

For example, if there is a 100-unit development, and the local government requires that 10% of the development be set aside for affordable housing through a mandatory IHO, this statute requires that the local government “fully offset all costs” associated with the 10 required affordable units by providing regulatory and/or financial incentives. Factors such as the amount and affordability levels of the required units affect the associated costs and thus the incentives needed to offset those costs. Note that since the law is relatively new, there is no case law to provide further clarity on how local governments are to comply with these requirements.

This report includes a regulatory review to identify incentive opportunities to fully offset costs as part of the feasibility analysis for mandatory IHO.

## General Considerations for IHO and Additional Affordable Housing Strategies in the County

### Target Affordability Levels

Both County policy and findings from Report 1 on housing needs inform potential affordability levels to target through IHO and other strategies. Policy 1.2.8 of the County’s Housing Element in the Comprehensive Plan provides direction to “**Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households.** The new units are to be located within proximity to major employment centers, high performing public schools and public transit.” Very low- and extremely low-income have the standard definitions of 50% and 30%, respectively, of median annual gross income for households adjusted for family size within the metropolitan statistical area.

Findings from Report 1 indicate that significant need for housing extends into higher income brackets, as well. The report shows **the greatest housing need is experienced by households at 80% AMI and below, with a particular need for rental units serving households at 60% AMI and below.** Regarding homeownership opportunities, **for-sale units are quickly becoming unaffordable at 120% AMI and below.**

As noted earlier, deeper affordability requirements as part of a mandatory IHO program increase the amount of offset needed via incentives, unless share or number of required units is reduced.

#### [Locational Considerations for Affordable Housing: Access to Amenities & Dispersion](#)

As noted in the previous section, Policy 1.2.8 of the Comprehensive Plan includes direction to locate affordable units near major employment centers, high-performing public schools, and transit. Policies 1.1.1 and 1.1.4 also include proximity to services, shopping, and daycare facilities, as well as considerations for availability of land, availability of infrastructure, and promotion of infill opportunities. See the appendix for complete language of the policies referenced.

In conjunction with these access considerations, the Comprehensive Plan also includes direction to disperse affordability housing throughout the County (see Objective 1.1 and Policy 1.1.4 in the appendix). Dispersion of affordable housing has also arisen with the recent January 2023 public meeting regarding the proposed Dogwood Village development, due to concerns of concentration of affordable units in East Gainesville and a desire for more units provided in West Gainesville. Figure 1 relies on University of Florida Shimberg Center Assisted Housing Inventory data to show the current dispersion of units countywide. Many of these developments are in incorporated areas, particularly Gainesville.

Dispersion of affordable units via an IHO would depend on where market activity is occurring, assuming on-site provision of units is the main way developers would fulfill the IHO requirements. Figure 11 from Report 1 indicates that much of the recent development activity has been occurring in the western part of the County, indicating that more income-restricted units could come online in that area. Dispersion in the Gainesville incorporated area specifically would depend on any inclusionary program the City adopts, with the recently proposed program discussed further in the next section. Even without an IHO policy, locational criteria can still be incorporated into strategies, including land acquisition and new construction funding sources such as SHIP and infrastructure surtax revenues.

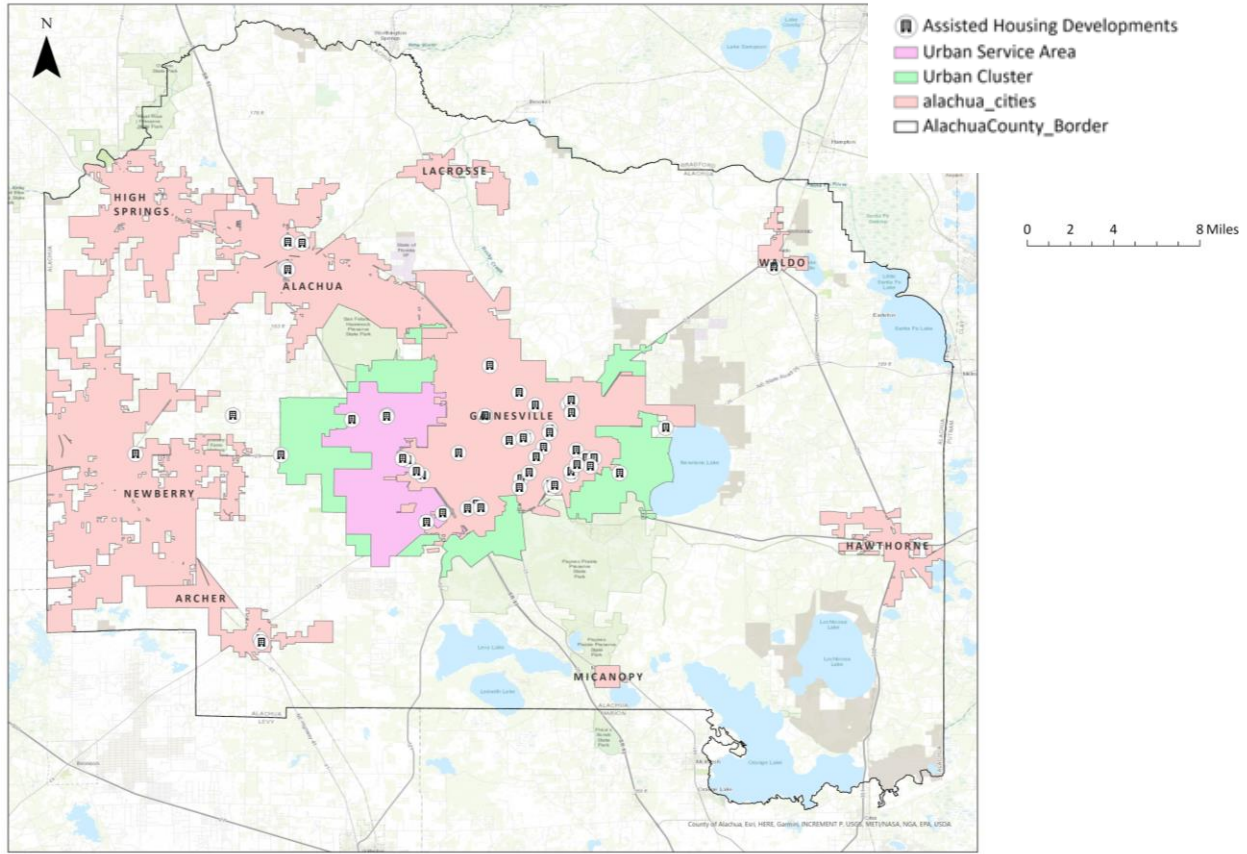


Figure 1: Assisted Housing Inventory in Alachua County

### Gainesville Inclusionary Housing Efforts

The City of Gainesville is currently considering adoption of an IHO policy. Coordination between County and City IHO policies can help stem a “race to bottom” where developers are enticed to build exclusively in the areas that have less restrictive affordable housing requirements. The December 8, 2022 City Plan Board Meeting included agenda items on amendments to the Comprehensive Plan and LDC to establish a mandatory inclusionary program; proposed strikethrough/underline amendments to the LDC included but are not limited to the following provisions:

- Targets affordable units serving households at 80% of median income or below.
- Applies only to rental properties/developments with a residential component of 10 units or more (those with 9 units or less can voluntarily participate).
- Requires that 10% of units in a rental project be affordable.
- Requires an affordability period of 99 years.
- May allow an in-lieu fee option to comply.
- Allows density and height bonus for provision of affordable housing.

The 80% median income affordability threshold in the proposed Gainesville IHO language captures the income levels where there is particular rental need demonstrated in Report 1 and is inclusive of the income levels of focus for affordability in the Alachua County Comprehensive Plan language of the Housing Element (50% and 30% AMI).

As noted in Report 1, most new construction in the unincorporated County for the past 10 years has been one- and two-family homes, which likely capture many units for sale. Consequently, **any affordable housing strategy such as IHO that is tied to market-rate development in the County would need to apply not only to rental but also to for-sale units.**

As of the February 13, 2023 Affordable Housing Advisory Committee (AHAC) meeting, the AHAC is reviewing results from initial community engagement on inclusionary housing and will plan additional engagement.

### Staffing Needs

IHO or any strategy resulting in an increase in income-restricted units that require administration such as income certification and compliance monitoring throughout the term of affordability will also require County staff capacity to administer the program. The amount of staff involvement depends to some degree on implementation approach, such as whether staff will directly complete these administrative tasks or whether they will be overseeing or auditing completion of these tasks by developers, property owners/managers, or third-party organizations.

## Development Allowances, Trends & Opportunities

### Future Land Use and Zoning Review

Alachua County has an Urban Cluster area designated on the Future Land Use Map that provides a boundary for urban development with relatively higher densities for residential development, generally served by urban services. As a result, most of the land outside the Urban Cluster is designated as Rural/Agriculture and Preservation future land use categories. Land within the Urban Cluster is predominantly designated for relatively low-density urban residential future land use categories, given the amount of land designated Estate Residential (density allowance of up to one unit per two gross acres) and Low Residential (density allowance between one and four units per gross acre).

However, the County's by-right land use policies and zoning regulations add a significant amount of flexibility to the base future land use categories and zoning districts:

- The County uses gross density to regulate density allowances, and single-family and multi-family base residential zoning districts do not have minimum lot size requirements. This approach facilitates flexibility in site planning.
- The predominant Low Residential future land use category allows attached single-family dwellings, zero lot line dwellings, and multi-family developments in planned developments, providing flexibility from detached single-family types that might typically be the only type allowed in relatively low-density categories.
- Additionally, the County has Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), and Cottage Neighborhood (CN) policies and regulations. These provisions allow for additional maximum density allowances if other requirements for these developments are met. TND and TOD developments allow for multi-family housing types,<sup>1</sup> and requirements include a non-residential component of the development. Regarding CN development, in March

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<sup>1</sup> Part III, Title 40, Chapter 410, Art. III of the LDC defines a multi-family dwelling as: "A residential building designed for or occupied exclusively by three (3) or more families, with the number of families in residence not exceeding the number of dwelling units provided."

of 2023, the Board of County Commissioners adopted LDC amendments to CN regulations due to neighborhood compatibility concerns. Amendments included, but were not limited to, allowing only detached units (removing prior allowances for duplex and triplex housing types), increasing the minimum lot sizes to 2 acres from 1 acre unless otherwise approved by the Board via special exception, and requiring the development be on an un-platted lot unless otherwise approved by the Board via special exception.

Table 1 highlights the housing type and density allowances for the primary residential future land use categories and Rural/Agriculture category for rural development. Note that several primarily non-residential zoning districts also have allowances for residential over commercial or, in the case of Business, Highway, adaptive reuse of hotels or motels to multi-family.

FLU Category	Housing Type Allowances	FLU Gross Density Allowances
<b>Rural/Agricultural</b>	Single-family homes, ADUs (latter excluded from density calculations)	1 unit/5 acres <sup>1</sup>
<b>Estate Residential</b>	Single-family homes, ADUs (latter excluded from density calculations)	1 unit/2 acres
<b>Low Residential</b>	Single residential detached and attached dwellings, ADUs (latter excluded from density calculations), attached structures including townhouses, multi-family developments in planned developments, dwellings with zero lot line orientation, factory-built modular units, manufactured homes, or mobile homes.	1-4 UPA
<b>Medium Residential</b>	Small lot single family residential detached and attached dwellings, and multi-family residential dwellings; ADUs (latter excluded from density calculations); various housing types, such as conventional, site-built single family dwellings, accessory living units, attached structures including townhouses, dwellings with zero lot line orientation, factory-built modular units, manufactured homes, mobile homes, or multi-family dwellings	>4-8 UPA
<b>Medium-High Residential</b>	Small lot single family residential detached and attached dwellings, and multiple family residential dwellings.	>8-14 UPA
<b>High Residential</b>	Small lot single family residential detached and attached dwellings, multiple family residential dwellings	>14-24 UPA
<b>TND</b>	Single-family detached, single-family attached, multi-family, assisted and independent living facilities are all allowable residential uses.	Outside transit supportive area: consistent with underlying land use category.



		<p>Transit support area: min. 4 UPA or min. density of underlying land use category, whichever is greater</p> <p>Transit supportive area for TNDs not contiguous to planned Rapid Transit or Express Transit Corridor: max. of additional 4 UPA</p> <p>Transit supportive area outside of Village Center for TNDs contiguous to Rapid Transit or Express Transit Corridor: max. of additional 6 UPA</p> <p>Village Center for TNDs contiguous to Rapid Transit or Express Transit Corridor: max. of additional 8 UPA</p>
<b>TOD</b>	Mixed housing types [based on language from other future land use category descriptions referencing TOD]	<p>Outside transit supportive area: min. 3 UPA; max. consistent with underlying land use category.</p> <p>Inside transit supportive area, outside Village Center: 7-24 UPA</p> <p>Village Center: 10-48 UPA</p>
<b>Cottage Neighborhood</b>	Variety of housing types and sizes available within the community to meet the needs of a population diverse in age, income, and household composition	2x max. UPA of zoning district designation

Table 1: Housing Type and Density Allowances by Rural/Agricultural and Residential Future Land Use Categories

<sup>1</sup>May be exceeded by use of Planned Developments with Transfers of Development (Future Land Use Policy 6.2.5.1)

IHO incentives are typically based on removing restrictive land use policies and zoning regulations, relative to what a market would provide, in exchange for the provision of affordable units. In other words, IHO often works when more exclusionary zoning is in place to remove. Additional density is typically a key incentive to offer. **As noted above, over the past several years, Alachua County has taken praiseworthy steps to remove exclusionary zoning, with some adjustments back to more restrictive zoning regulations in the case of CN development. While this approach may decrease opportunities to offset costs for and/or incentivize affordable units as part of a blanket IHO program, it may also indicate alternatives to a blanket IHO requirement as a way forward.**

The Insights from Recent Development: Incentive Capacity section later in this report will explore recent development activity to evaluate built density and requested density increases versus allowed densities to indicate the limitations (or lack thereof) of existing density allowances.

### Potential IHO Outcomes

This section of the report builds on findings from Report 1 on development in the County to understand outcomes that might be anticipated from adopting an IHO based on past development trends and remaining development capacity.

Analysis included a review of permits since 2013 to indicate how many affordable units would have been produced during the past 10 years had an IHO been in place that applied. Since permits in the County often reflect individual phases of a development, this analysis compared permit titles to see where permits collectively would have amounted to at least 20 units. For example, if one phase of a development was permitted at 18 units during the timeframe of focus (2013 to present) and there was another phase of the development since 2000 that indicated another phase would have included at least 2 additional units, this analysis assumed that the IHO requirement would have applied to the 18-unit permit and any other permits related to that development issued during the timeframe of focus. If a 10% set-aside is assumed as a hypothetical requirement for affordable units as a share of total permitted units, then **633 affordable units would have been produced over the past 10 years** (out of a total of 6,337 units) across 44 permits.

Note that this analysis did not include permits for Celebration Pointe, a development of relatively large magnitude compared to others in the county. This development already includes an ad hoc voluntary inclusionary requirement written into the Comprehensive Plan: “Upon entering into an agreement with the County that guarantees 10% of additional units over 2,000 are affordable to households earning up to 50% of the Area Median Income, an additional 500 units may be approved.”

Findings in Report 1 suggest that much of the development activity over the past 10 years has been on the west side of the Urban Cluster area, with a vast majority of permits issued in the one- to two-family unit category and a strong predominance in the housing stock overall of single-unit detached homes. It is likely then that had an inclusionary housing ordinance been in place in the past, it may have generated income-restricted single-family units.

Looking towards the future, the 2019 Supporting Data & Analysis for the Evaluation & Appraisal Based Update of Alachua County Comprehensive Plan included a calculation of dwelling unit capacity for undeveloped lands in the Urban Cluster area, excluding approved yet unbuilt units. **Applying a 10% IHO requirement were applied to the 11,621 estimated number of dwelling units from the undeveloped lands in the Urban Cluster area, that would result in 1,162 affordable units.**

## Insights from Recent Development: Incentive Capacity

This permit review also begins to provide insights on density of development, an important factor to understand if a density bonus, one of the typical and most robust incentives that governments offer to offset costs of an inclusionary requirement, would create a true incentive to offset costs in Alachua County's case. The overall density of units among the 44 permits that would have triggered the IHO requirement is 3.6 units per gross acre and most of the individual permits triggering requirements (59%) were also within a low-density range of one to four units per acre. Whether allowing further density would have enticed these developments to build more would be a factor of whether the low densities are due to direct limitations via the regulations, indirect limitations due to other land development regulations that must be met, factors related to market demand or perceptions of it (e.g., residents generally want to live in single-family homes), or other factors.

One factor in play may be the degree of project phasing; many permits during the past ten years mention individual phases of developments, so much recent permitting reflects overall development approvals that happened earlier, although amendments to the original approvals may have since occurred. Regulatory context, market demand, etc. may have been different at the time of the original approval. This factor may be significant in view of large developments approved. For example, Arbor Greens, Town of Tioga, and Oakmont planned developments all received permits for phases during the past ten years, as well as earlier permits; these developments were approved for 660, 537, and 999 units, respectively.

Looking at TND and TOD developments during this timeframe takes these considerations a step further. TND and TOD regulations, put in place in 2009, offer a way through the base zoning regulations to include various housing types and additional densities beyond base residential-only regulations. **Additionally, if a density bonus were to be offered in return for affordable units with use of residential-only base regulations, particularly for areas with more restrictive densities and housing type allowances, there could be cases where use of the full density could require transitioning to building attached and multi-family units, depending on space needed to meet other land development regulatory requirements (e.g., stormwater management, parking, etc.). TND and TOD regulations allow for multi-family and help account for these considerations through base regulations, with additional regulations for non-residential requirements, multi-modal transportation, etc.** Looking at TND and TOD permits, including developments with TND and TOD intent that were approved prior to the formal regulations, may provide an initial indication of the level of interest in using these provisions moving forward. Additionally, looking at density and square footage used by newer developments in view of what was allowed and required can indicate if there is capacity for additional density bonus or non-residential requirement flexibility to incentivize affordable housing units as part of the process.

Of the permits to which an IHO requirement would apply if a mandatory requirement were in place, 19 (43%) were TND or TOD development based on documentation provided by staff, mentions of TND or TOD in the permit name, and/or mention of TOD or TND standards in related planned development documents, where applicable. Most of these TOD and TND permits had a gross density in the low-density range of one to four units. However, if this degree of development were to continue in the future with the aim of being TND and TOD, these developments would have current additional TND and TOD density allowances available as long as they met the associated site design requirements, if they didn't already have the new allowances to use at time of approval. In short, if TND and TOD

developments, which were a significant share of permits associated with development that would have triggered our hypothetical IHO requirement, were low density due to direct density limitations in the past, that may be relieved at least to some degree by current additional by-right allowances (with associated site design requirements). One of the recommendations of this report is to incorporate incentives to build affordable units into the TND/TOD structure.

In practice, density is regulated at level of the development as a whole and IHO requirements, if adopted, likely also would be regulated for an entire development, so that phasing would not be a way to avoid requirements. To help address analysis of density use at the level of entire developments and not just permits that might contain only one phase, analysis included review of a sampling of development approval documentation. Figure 7 of the County's 2019 Evaluation and Appraisal Report supporting data and analysis document included a review of acreage, units, and gross density of approved TND and TOD developments (see Table 2 below).

The project team then compared the approved gross density to allowed gross densities, which are regulated by sub-area (village center, transit supportive area, outside transit supportive area) for TNDs and TODs. For three recent TND developments (23 West TND, Newberry Park TND, and Park Avenue TND), the entirety of the development for each was encompassed by the "Village Center" sub-area, which permits the highest density allowances of all the TND sub-areas. This arrangement allowed for the comparison of the village center density allowance and the approved gross residential density overall for the developments. 23 West TND used the maximum allowance of eight units per gross acre; Newberry Park TND and Park Avenue TND developments used much but not all the permitted allowance (10 units per gross acre of 12 permitted and 11 units per gross acre of 12 permitted, respectively; see Table 3).

This review included non-residential square footage of final approved development relative to what was allowed via the Preliminary Development Plans and regulatory maximums allowed for non-residential development. The table shows that the amount of non-residential square footage for approved development in all three of these TND cases was significantly lower than the regulatory maximums allowed.

The project team also reviewed recent cottage neighborhood developments; the County codified regulations for these development types in 2018, allowing at the time for additional small-scale duplex and triplex housing types and density through base regulations (yet recently repealing these housing type allowances). Of the two cottage neighborhood developments approved since adoption of the regulations (Table 4), one used all the allowed density, and one did not.

This review of TND and CN developments thus indicates a mix of complete and partial use of allowed density; the former may have benefited from additional density allowances, but others may not have. The non-residential square footage final approval for non-residential square footage in TNDs indicates that additional non-residential allowances may not provide an incentive for affordable housing, but removing requirements where affordable housing is provided may. The mapping analysis in Future Development Opportunities for IHO includes mapping of commercial areas to indicate existing availability and distribution of commercial that would ensure access to daily needs if this requirement were removed from a TND/TOD development on site.

Name	Construction Permits Issued	Future Land Use Category	Acres	Non-Residential (sq. feet)	Residential Units	Gross Residential Density
23 West TND	Yes	Res. Low	22	42,400	174	7.9
Celebration Pointe TOD	Yes	Mixed Use	244	896,000	1,772	7.3
Dogwood Park TND	No	Res. Low	25	184,750	224	9.0
Lugano TND	Yes	Res. Low	145	127,000	460	3.2
GWR TND Jonesville	No	Res. Low and Med.	130	30k - 90k	246 - 653	1.9 - 5.0
Multerra TND	No	Res. Low	25	22,000	228	9.1
Newberry Park TND	Yes	Res. Low	31	27,650	300	9.7
Park Avenue TND	Yes	Res. Medium	28	14,250	298	10.6
Springhills TND/TODs	No	Mixed Use/ Activity Center	388	1,668,500	1,509- 3,296	3.9 - 8.5
<b>TOTALS</b>			<b>1,038</b>		<b>5,211 - 7,155</b>	<b>5.0 - 6.9</b>

Source: Alachua County G.I.S. and Development Plan Database, March 2019

Table 2: Density of Approved Traditional Neighborhood Developments and Transit Oriented Developments

Note: an additional 12 units were added in phase 2 of the Park Ave TND, which have been included in calculations for Table 3.

TND Development	Future Land Use Category	Contiguous to rapid or express transit?	Max. Density Allowed (Village Center)	Gross Residential Density for Final Approved Development	Max. Allowed Non-Residential Sq. Ft. (based on Staff Reports)	Sq. Ft. of Non-Residential for Final Approved Development
<b>23 West TND</b>	Low Density Residential (1-4 UPA)	N	8	7.9	94,800 approved per Preliminary Development Plan, consistent with regulatory max.	42,400
<b>Newberry Park TND</b>	Low Density Residential (1-4 UPA)	Y	12	9.7	150,000 approved per Preliminary Development Plan, consistent with	27,650

					regulatory max.	
<b>Park Avenue TND (Phases I and 2)</b>	Medium Density Residential (4-8 UPA)	Y	12	11.2 <sup>1</sup>	30,000 approved per Preliminary Development Plan; 97,750 regulatory max.	14,250

Table 3: Density and Square Footage Allowances and Approvals for TND

<sup>1</sup> An additional 12 units included in phase 2 of Park Ave TND have been included in these calculations.

Cottage Neighborhood Development	Future Land Use Category	Zoning	Max Density Allowance (2X zoning)	Development Density
<b>88<sup>th</sup> St Cottages</b>	Low Density Residential (1-4 UPA)	R1-A	8	7.8
<b>Lanata Cottages</b>	Residential 2-4 UPA	R1-A	8	6

Table 4: Allowed and Approved Density for Cottage Neighborhood Developments

The TND and CN review sample is small for drawing conclusions on these developments alone, but it provided a base for integrating additional insights from developers and staff on density usage in practice. One perspective offered during a discussion with a developer indicated a potential limit to the desire for additional density due to the market desire for detached, single-family homes. For a developer primarily focused on delivering this product, there may not be a desire to get into attached and multi-family housing types. Some additional use of density might occur through approaches such as being able to manage stormwater off-site. Additional input from this discussion indicated, however, a potential interest in Urban Cluster expansions, which provide an alternative way of increasing entitlements and could be tied to affordable housing requirements.

Discussions with County planning and housing staff have indicated that there generally have not been many requests for land use amendments and re-zonings for additional density. This lack of requests for land use changes poses a challenge to implementing an inclusionary housing ordinance in Alachua County. Providing additional density or other land use benefits is the most successful tool a local government has to offset the costs of an affordable housing requirement, and the fact that developers have not utilized existing incentives or requests land use changes is concerning. However, staff have also indicated that developers have expressed interest in potentially building TND or TOD development without the non-residential requirement.

**Given the prior increase in by-right density and housing type allowances in the past via TOD, TND, and CN regulations; the mixed results in terms of complete use of existing density in the cases of these developments reviewed; and indications from developers and staff of limited desire for additional density through requests for increases in Urban Cluster areas, it is not clear that a typical density bonus to incentivize and offset costs for an inclusionary requirement would be effective in Alachua County.** The following sections evaluate remaining avenues for inclusionary housing requirements;

these options include alternatives for providing robust entitlements and resources on the condition of mandated affordable housing provision, as well as a voluntary IHO option for removing non-residential TND and TOD requirements in exchange for affordable units.

### Future Development Opportunities for Affordable Housing

As the last section showed, a limiting factor to an effective blanket IHO approach in Alachua County may be the lack of desire for additional density from what is already allowed, which is a typical and robust incentive used to offset costs for IHO. In view of this finding, even if the County has capacity for additional development where it could require affordable units, it likely would not have this typical tool to meet cost offset requirements or effectively incentivize use of a voluntary program. Consequently, the County may need to turn to a more targeted consideration of requiring affordable units with alternative avenues for providing robust incentives. Those approaches include the following:

- Provision of government-owned land in exchange for significant provision of affordable units, which can be coordinated with use of the County's new surtax money for land acquisition for affordable housing;
- Land use amendments and rezonings for additional density that may be desired eventually;
- Urban Cluster expansion requests or development outside the Urban Cluster where a complete, mixed-use community will be provided; and
- Expedited development approvals, including reducing the number of public hearings as applicable.

This section provides a scoring approach that can help inform land acquisition, funding use, and land use amendment decisions incorporating additional density to optimize location of affordable units in the implementation of the above strategies; this includes application of scoring to agricultural land that may be particularly well located for affordable housing provision if it underwent a land use amendment.

Overall scoring of County parcels can also help inform certain by-right approaches the County might consider outside of strategies for income-restricted units. Given the recent changes to the CN regulations to remove duplex and triplex allowances, the County might consider where a zone allowing missing middle housing types would be appropriate, with the locational criteria providing a starting point.

This section also includes direction on evaluating land zoned for commercial, industrial, and mixed-use where the County might facilitate use of new Live Local Act and amended HB 1339 statutory tools to increase affordable housing development. Commercial areas reviewed can also help illustrate the potential for flexibility for commercial regulatory requirements of TND and TOD developments that could promote use of mandatory and voluntary IHO programs if adopted. If access to commercial can be adequately met through existing development and more limited inclusion of commercial in future development (accounting for those developments that may provide affordable units in lieu of the commercial component of the development), that can support removal of commercial requirements as an incentive for affordable units.

### Scoring Criteria

To develop locational scoring criteria to inform land acquisition and funding usage for new construction, a set of eight factors were employed to rank each parcel in the unincorporated county, with weights assigned based on the Florida Housing Coalition's expertise. The final factors used for ranking parcels

include those found in Table 5.

Variable	Source	Parameters	Weights
<b>Distance from Job Concentrations</b>	LEHD	Within 1 mile of a job concentration	1
<b>Transit Stop</b>	County Data	.25-mile buffers around transit stops.	1
<b>Medical Facility</b>	County Data	3-mile buffer from a medical facilities	1
<b>Fire Station</b>	County Data	Within 3-mile “as the crow flies” from a fire station	2
<b>Proximity from Protected Areas</b>	County Data	.5-mile buffer away from Preservation Lands	2
<b>Sewer and Water</b>	County Data	Within .25 miles of Sewer	2
<b>Urban Cluster Area</b>	County Data	Within UCA	3
<b>Road Proximity and Current Road Use</b>	County Data	.1-mile buffer from a major road	3

Table 5: Factors for Locational Scoring Criteria

Parcels were given points of either zero or one based on these variables, resulting in the factor maps depicted in Figure 2. For each parcel these points were total and weighted with multipliers of 1, 2, or 3 based upon ranked importance.



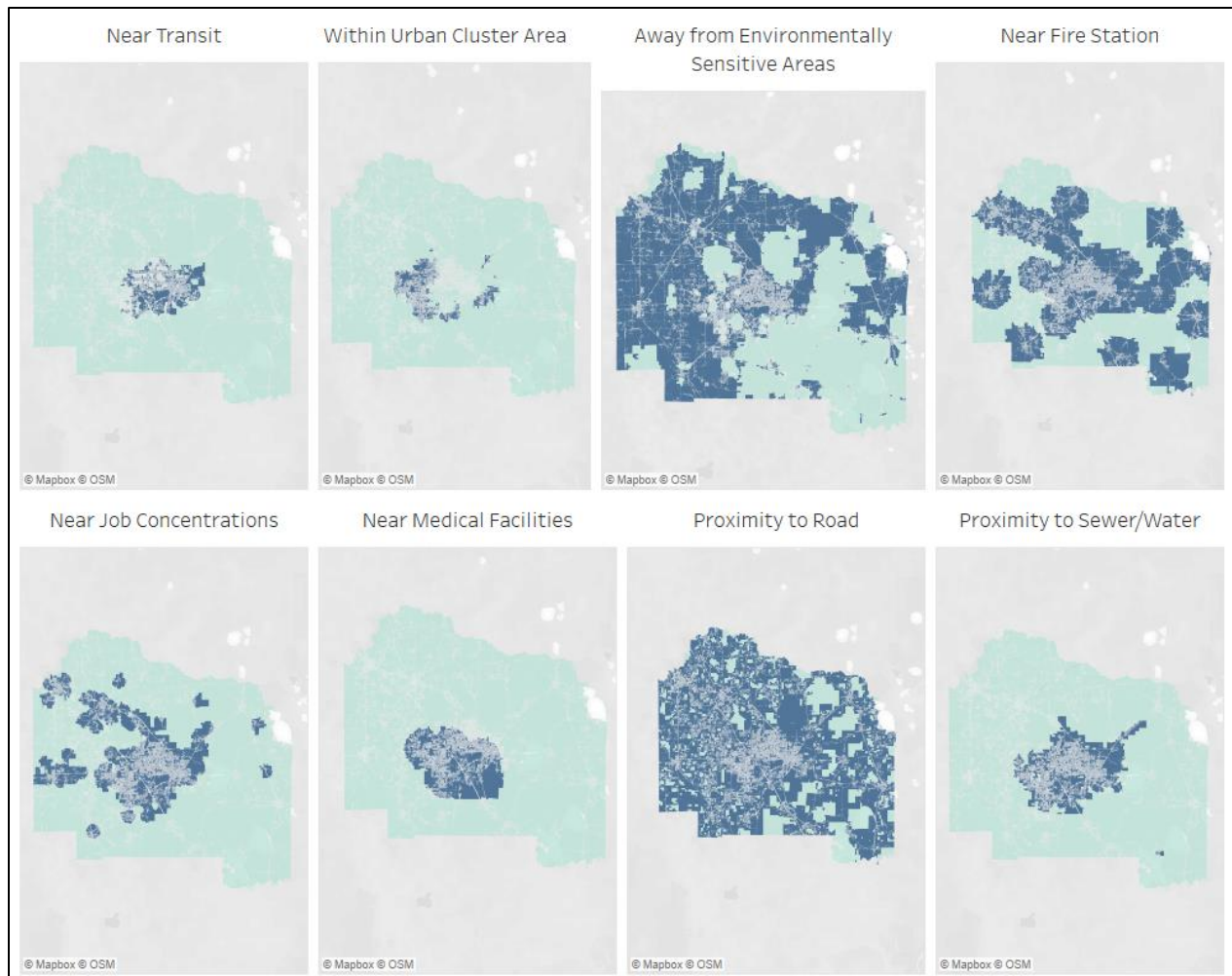


Figure 2: Ranking Factor Maps

Factor totals and priority multipliers resulted in scores for each parcel from 0 to 14. A score of 0 denotes parcels that meet no criteria and that are less of a focus for targeted land acquisition, investment, and incentives for affordable housing, as well as potential targeted by-right entitlement increases; a score of 14 denotes parcels that meet all the chosen criteria for desirable location. These final scores result in the final ranked parcel map in shown Figure 3, the Alachua County Parcel Ranking Map. The map visualizes scores using a red-blue scale, with dark blue indicating a positive and red representing negative. To the right of the map are a series of filters that allow the viewer to target parcels based upon score, building value, acreage, or zoning category. The map reinforces the Urban Cluster, particularly near Gainesville, and Urban Cluster surroundings as prime locations.

Alachua County Ranked Parcels

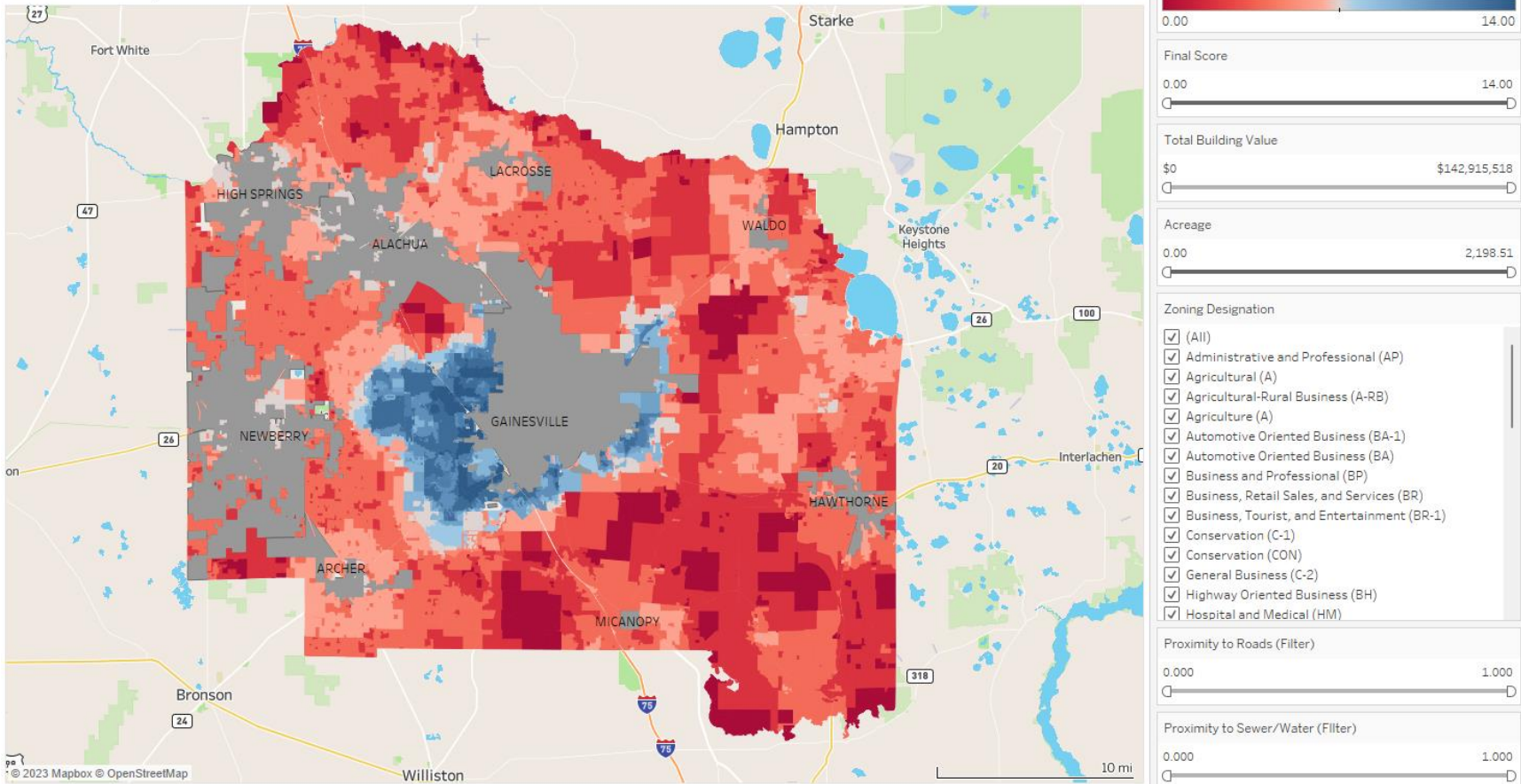


Figure 3: Ranked Parcels Map

[https://public.tableau.com/app/profile/flhousing/viz/AlachuaCountyParcelRankingMap/AlachuaCountyRankParcelsDraft3\\_1?publish=yes](https://public.tableau.com/app/profile/flhousing/viz/AlachuaCountyParcelRankingMap/AlachuaCountyRankParcelsDraft3_1?publish=yes)

### Agricultural Parcels Analysis

Agriculturally zoned parcels present an opportunity for the future of development expansion by way of land use change, rezoning, and inclusion in the Urban Cluster. The ranking threshold for agricultural parcels that are moderate to high opportunity sites is at a range of 5 to 14, which includes properties which may be desirable for residential development in the next 10 or more years as parcels with current residential zoning and within the Urban Cluster are built out. This timescale might not be the only pattern by which this land gets developed, however. Developers may propose land use amendments and master planned communities for large rural parcels outside the Urban Cluster; approval of such plans would ultimately be at the discretion of the Board in consideration of goals related to growth management and affordable housing location/amenity access.

*The highest scoring agricultural parcels, 8 and above, are shown in blue in*

. These parcels tend to either be within the Urban Cluster or lie just beyond the Urban Cluster border. There are numerous agriculturally zoned parcels further out beyond the edge of the Urban Cluster that rank at 5-7.99 on the ranking scale and present a moderate appropriateness depicted in red-orange to grey. One such example of land that has developed in this way is the Flint Rock Agrihood development, which scores a 6 by the ranking methodology and is currently in the process of selling homesites at the size of .99 to 1.69 acres of its 250-acre property. This project is just outside the Urban Cluster line, near to other residential subdivisions such as Oakmont and Haile Planation, with a Rural/Agriculture zoning designation. The site is developed as a clustered subdivision, preserving 50% of the site as preservation which will be purchased by the Alachua County Conservation Trust.

# Alachua County Ranked Parcels

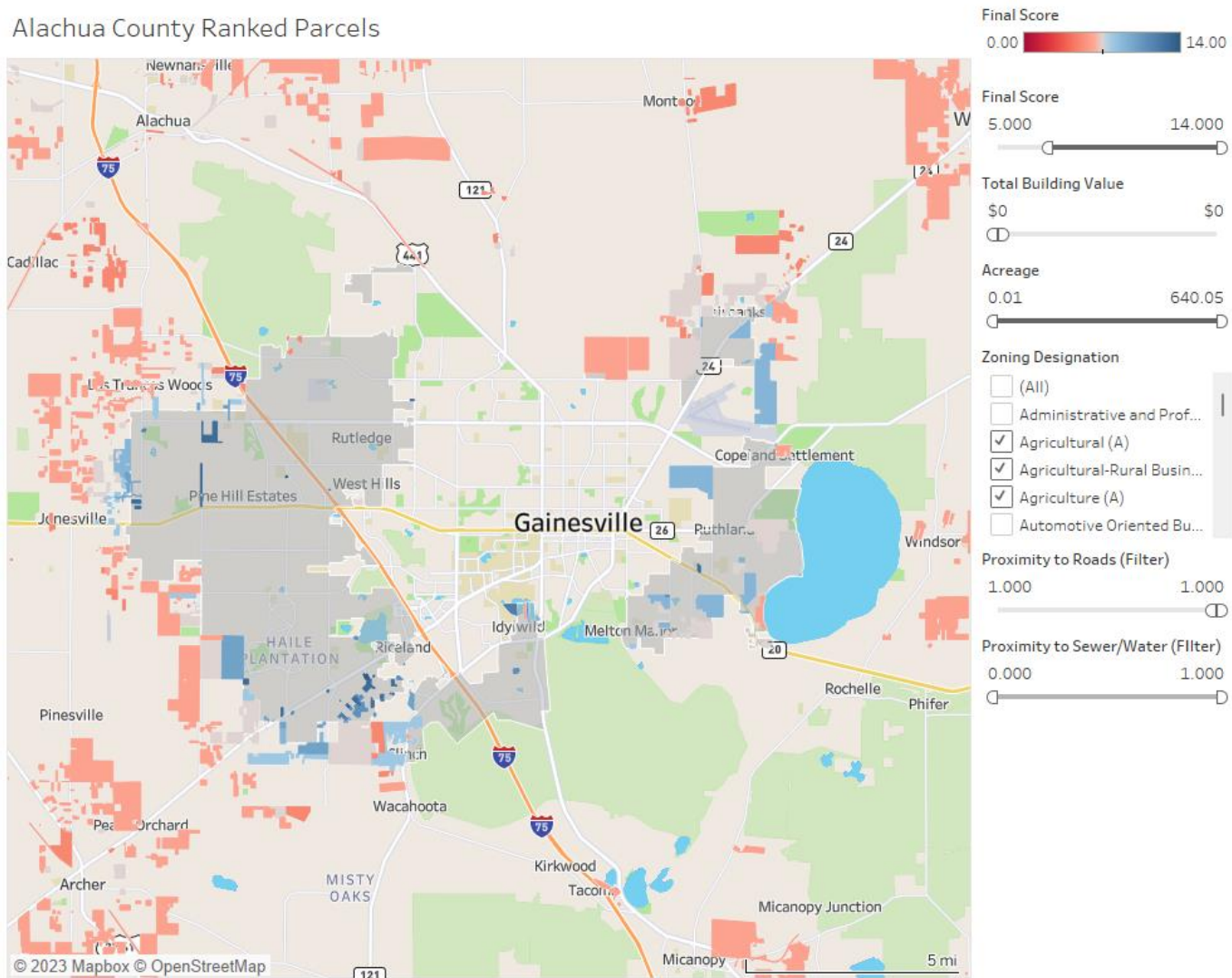


Figure 4: Agricultural Ranked Parcels

Another example of agricultural lands being looked at for future development are 4,068 acres owned by FCL Timber, Land, & Cattle which has undergone a Special Area Study to investigate the future of development on the site. One alternative that the study recommends is a master planning scenario where a special Future Land Use Map designation and policies are established as an alternative to expanding the Urban Cluster. Staff recommendations include that “the Special Area Plan shall provide for the contribution of a minimum of 50 acres of land to Alachua County or its designee, specifically designated for the provision of affordable housing targeting 50% to 80% AMI, within the development areas of the property.” While the Special Area Plan does not appear to be going forward at this time, the scenario where large property owners become ready to plan for development on their land is to be expected to continue as time goes on. Land use amendments and rezonings for agricultural parcels that are ripe for development is an incredibly opportune time for the County to seek public benefits, such as affordable housing, in return. The County needs to weigh requests for these developments with growth management and access goals; this locational analysis has shown that parcels in and near the Urban Cluster line are well suited to meet these aims.

#### Commercial, Industrial, and Mixed-Use Zones

The Live Local Act introduces new land use standards for specific affordable housing developments in commercial, industrial, and mixed-use zones, as outlined in s. 125.01055(7)/166.04151(7) of Florida Statutes. This required allowance lasts for 10 years. Local governments are restricted from regulating the use, density, or height of affordable housing projects if the proposed rental development is multifamily or mixed-use residential, situated in an area zoned for commercial, industrial, or mixed-use, and at least 40% of the units are designated as affordable for households earning up to 120% of the Area Median Income (AMI) for a minimum of 30 years. If mixed-use, a minimum of 65% of the development must be residential.

Use, density, and height standards that apply to projects meeting these conditions include:

- Multifamily rental use or mixed-use allowance in commercial, industrial, or mixed-use zones without a zoning or land development change;
- A maximum density of the highest allowed density in the jurisdiction where residential development is allowed; and
- A maximum height of the highest currently allowed height for a commercial or residential development in the jurisdiction within 1 mile of the proposed development or 3 stories, whichever is higher.

While other State and local laws, such as setbacks, parking, concurrency, maximum lot coverage, and environmental regulations, still apply and can indirectly affect density and height, projects that adhere to existing multifamily land development regulations and are consistent with the comprehensive plan must be administratively approved. Local government must consider reducing parking requirements to the greatest extent possible for developments approved with this tool if the development is located within a half-mile of a transit stop.

One caveat to this tool for counties is that if the proposed project is in an unincorporated area zoned for commercial or industrial use within boundaries of a multicounty independent special district 1) created to provide municipal services, 2) not authorized to levy ad valorem taxes, and 3) with less than 20% of

land in that district designated for commercial or industrial use, then only mixed-use residential is allowed with this tool in those commercial and industrial areas.

The County should consult its attorney to confirm a statutory interpretation of this new act to identify eligible parcels for use of this tool, including the revised language in sections of the act that were adopted via HB 1339 in 2020. Further, it can look at the vacant or underused subset of these parcels to determine which parcels may be better positioned for development or redevelopment resulting in affordable units with use of this tool.

Lastly, evaluation of existing commercial parcels and other parcels zoned for commercial can provide an indication of current and future availability and distribution of commercial uses. This analysis will help inform whether removing TND and TOD non-residential requirements in exchange for affordable units will still ensure access to key commercial uses for those units.

## IHO & By-Right Options for Affordable Housing

### Opportunities for Mandatory Inclusionary Housing

This section provides options for how the County can “fully offset all costs” of an affordable housing mandate to create a mandatory IHO program that is compliant with State law. The most productive way to “fully offset all costs” is to allow developers to build more market-rate units than currently allowed. A challenge arises, however, if a developer does not want or need additional allowances to build their product. When extra market-rate units are not sought or desired, the County would then need to provide other incentives, such as land or subsidy, to “fully offset all costs” under State law.

### Land Use Amendments and Rezonings for Additional Density

While discussions with County planning staff have indicated limited land use amendments and re-zoning for additional density, mandatory inclusionary housing requirements can be put in place to ensure provision of affordable units if conditions evolve to a point where developers apply for these changes in the future. For example, the County could enact a policy where affordability requirements would only be triggered when a rezoning, comprehensive plan amendment, or other increase in allowable units is requested.

### Urban Cluster Expansion

The County can incorporate affordability requirements whenever a request to expand the Urban Cluster is made. For example, if a property owner wants to expand the Urban Cluster, the County could approve that request with the condition that the property contains a set percentage or number of income-restricted units. In support of this strategy, the County can amend the Comprehensive Plan to include language to permit land with Future Land Use designations of Low Density and Medium-High Density only in the Urban Cluster, with exceptions for anything already designated outside of it. This language is already included in the Future Land Use Element of the Comprehensive Plan for Medium Density and High Density designations.

Future Land Use Policy 7.1.3 already includes affordable housing as one consideration for expanding the Urban Cluster, supporting the connection between affordable housing provision in proximity to services and amenities. The affordability impact of this sort of expansion can be increased and further guaranteed by including a requirement for inclusion of income-restricted units.

This should be coordinated with any requirements considered for land use amendments and rezonings since an Urban Cluster expansion would likely be accompanied by one of those approvals at some phase in development. Additionally, the County may want to consider how affordable housing requirements and related incentives for Urban Cluster expansions compare to those offered for land use amendments and re-zonings for additional density within the existing Urban Cluster, in conjunction with County goals of growth management, optimal use of infrastructure investments, housing type variety, etc.

### Additional Incentives for Affordable Housing Generally, Including Voluntary IHO

The County can provide these options for affordable development regardless of whether it occurs through a mandatory or voluntary IHO provision. Incentives offered should reflect the number of affordable units, affordability level, or degree of other contribution provided by the development.

#### Establish Density Bonus

Given the mixed indications of potential desire for additional density from the density analysis completed and additional information gathered in this report, the County could pilot a by-right density bonus above and beyond what is offered with current TND and TOD density allowances through a voluntary program to gauge whether with a streamlined process of not having to do a land use/zoning amendment would encourage requests for additional density in exchange for provision of affordable units. This decision should be considered in conjunction with new land use standards for density introduced via the Live Local Act for eligible affordable housing projects.

#### Provide Funding & Land with Permanent Affordability

Given the limitations with a traditional density bonus, where an Urban Cluster expansion, land use amendment, or rezoning may not be sought, the County can provide publicly owned land as an incentive for significant affordable housing provision. The County can use existing public land in its inventory and land acquired through the recently passed one-cent surtax (see details in the appendix) to this end and can incorporate permanent affordability via the community land trust operating locally.

Additionally, this effort can be coordinated with the recently passed Live Local Act, which requires inclusion of dependent special district land in analysis to create an inventory of land suitable for affordable housing, as well as a property tax exemption for land owned entirely by a nonprofit with a 99-year ground lease (such as a community land trust) to provide affordable housing developments meeting certain criteria.

This approach will help retain affordable units and promote the longevity of use of public subsidy; given how robust this incentive is, it should be matched with robust depth and longevity of affordability. The Penny for Pinellas program in Pinellas County provides a model (tied to voluntary affordable development) to guide this effort.

#### Remove Non-Residential Development Requirement for TNDs and TODs

The County can provide the option of removing the non-residential component requirement in TODs and TNDs in exchange for affordable units; this would essentially provide the density bonus available to TOD and TND developments without having to do a mixed-use residential/non-residential project. Sec. 407.64(d)(2) of the LDC currently requires at least 10,000 square feet along with 50 square feet per dwelling unit of non-residential development for TNDs. Sec. 407.65(d)(2) related to TODs includes a minimum requirement of 10,000 square feet along with 100 square feet per dwelling unit. As shown earlier in this report, some of the recent TND developments had commercial square footage far below



the maximum allowed, which may suggest potential interest in a reduced requirement. County staff has also indicated potential developer interest in this option. This strategy should be used in coordination with an evaluation of commercial land distribution to ensure that affordable development still has access to commercial areas.

#### [Streamline/Frontload Public Hearing & Workshop Requirements for Developments with 25 Units or More](#)

Streamline approval for residential developments of 25 units or more by front-loading public workshops and hearings (excluding those triggering workshops and BOCC involvement on a case-by-case basis for other reasons stated in the LDC) into Comprehensive Plan, LDC, and affordable housing funding guideline update and amendment processes; remove additional neighborhood workshop and hearing requirements in these cases.

LDC Sec. 402.44 provides development thresholds at which BOCC consideration and action is required for the preliminary development plan. These thresholds are as low as 25 units for single-family residential, multi-family residential, and TND/TOD development. LDC Sec. 402.12 requires a neighborhood workshop and other forms of public notice for developments exceeding thresholds.

#### [Establish Standard Development Fee and Transportation Mitigation Cost Offsets for Affordable Housing Developments](#)

The County can implement a standard fee waiver or buy-down for developments with income-restricted units. Whether the County would consider a waiver without an offset from another revenue source should be discussed with the County Attorney, along with revenue needs for infrastructure and other general revenue impacts from provisions in the Live Local Act (discussed further in Issues to Address By-Right for Market-Rate Units section). This program can consider inclusion of fees such as impact fees, the mobility fee, development review and permit fees, and planning and land use fees. Policy 1.1.10 of the Transportation Element of the Comprehensive Plan has additional mitigation requirements for developments of greater than 1,000 dwelling units or 350,000 square feet of non-residential uses. The County can provide a cost offset aligned with the amount of required IHO units for these additional mitigation requirements where they apply.

The current Local Housing Assistance Plan (LHAP) indicates that general revenue was used to offset impact fees previously, but the County decided to no longer continue this due to “budgetary considerations and lack of effectiveness at achieving affordable housing.” However, the 2022 Incentives and Recommendations Report from the Alachua County Affordable Housing Advisory Committee provides direction to revisit this incentive for impact fees: “AHAC recommends the Board of County Commissioners reduce or eliminate Impact Fees for non-profit developers of affordable housing no later than 2024 in conjunction with the Impact Fee Study.”

As noted, the County offset these costs previously using general revenue, which is also a strategy used by Manatee County. Manatee County uses these funds to pay 100% of County impact fees, educational facilities impact fees, and facility investment fees for qualifying affordable housing with at least a 25% set-aside of affordable units. Hillsborough County buys down up to 100% impact fees for parks, roads, right-of-way, and fire rescue service for eligible affordable housing projects, with authorization to allow school impact fee relief. These buy-downs are funded with municipal service taxing unit revenues, with an annual cap on total relief provided to multifamily projects of \$800,000.

Additionally, several jurisdictions use SHIP funds to offset these fees, as well, a strategy which could be considered in the next LHAP update. Orange County and Bay County provide examples of a stand-alone impact fee incentive strategy (as opposed to integrating into an existing affordable housing construction incentive), with the following terms:

#### Orange County:

- Max award: \$25,000 per unit (up to 100% of fees can be paid for depending on income served)
- Term: 10 years; fully deferred & fully forgivable if loan in good standing
- Interest rate: 0%
- Like Orlando, must provide documentation that impact fee payments reduce sales price
- Eligible housing: For-sale units. Single family, condos, townhomes

#### Bay County:

- Max award: \$7,500
- Term: 3 years; fully deferred & fully forgivable if loan in good standing
- Interest rate: 0%

The County's one-cent surtax money can also provide a source to offset costs for transportation, fire service, and parks impact fees in alignment with permitted expenditures of the surtax revenues. Pasco County staff in previous correspondence has indicated that infrastructure surtax revenues are available as a source for mobility fee buy-downs for affordable housing.

The County currently has a fee study underway; fee increases considered in the study may provide additional incentive capacity through this avenue.

#### Provide Off-Site Stormwater Management

On-site stormwater management can require significant space on a development site, potentially limiting achievable density. The County can evaluate feasibility of allowances and investments such as land acquisition for centralized off-site stormwater management for an area to facilitate development of additional housing units with inclusion of affordable units.

#### Facilitate Affordable Housing Development on Commercial, Industrial & Mixed-Use Sites via Live Local Act

Funding, land, and incentives can be tailored to further use of land use provisions in the Live Local Act to promote affordable housing development on sites zoned for commercial, industrial, and mixed use, as described earlier in this report. This may include identifying interested property owners or eligible sites and coordinating with them to facilitate use of the tool, clarifying applicable site development standards for these sites based on the Live Local Act standards, and further evaluation of applicable regulations aside from those addressed in the Live Local Act to facilitate and guide use of the tool for affordable housing development and other local goals.

#### Establish Additional Funding for Manufactured/Modular Homes

Given limitations for funding manufactured homes via the SHIP program, identify and/or establish additional funding sources to support production of this housing as affordable units. This approach should be considered in view of current limitations on this housing type that may be imposed by homeowner's association rules. The SHIP program limits funding for manufactured housing to 20% of

funds. Policy 1.1.10: “Manufactured homes. Alachua County recognizes manufactured homes as one source of affordable housing when constructed, placed, and maintained in a safe manner. Although recognized as a source of housing, Alachua County may be restricted in its ability to offer funding for the construction, rehabilitation, or repair of manufactured homes.” Recent permit activity analyzed in Report 1 for this feasibility study indicated that 21% of permits over the past ten years were for mobile/manufactured homes, indicating interest by the private market in promoting these housing types which can be further facilitated by the County. Modular homes, which in this report is meant to indicate housing manufactured off-site without a chassis that would only be provided with a permanent foundation, may still face limitations in terms of use of SHIP dollars and could also be considered for support with this funding.

#### Eliminate Buffer Requirements Internal to IHO Development and Buffer/Minimum Lot Size Requirements for Mixed-Use Development Edge Transitions

Eliminate buffer requirements within IHO developments, particularly between residential uses. A further option is to eliminate buffer requirements at project edges for mixed-use areas, as well as minimum lot size requirements at mixed-use project edges to match abutting lots, in favor of less space-intensive transition approaches (e.g., reliance on building scale compatibility without additional buffer/lot size/housing type compatibility requirements, stepbacks of upper stories where multi-family is adjacent to single-family, screening via walls). An approach to building scale transitions might include evaluation of implementing a missing middle housing zone as a transitional area between multi-family/non-residential zones and single-family areas (see the Issues to Address By-Right for Market-Rate Units section later in this report).

These changes should be coordinated with potential impacts on impervious surface ratios and stormwater management approaches. The County should retain buffer requirements adjacent to environmentally sensitive areas.

FLUE Policy 1.4.1.4 promotes a variety of transitional techniques, including design, transitional density/intensity, buffering, landscaping, and open space.:

*Urban development shall incorporate design techniques to promote integration with adjacent neighborhoods and enhance the quality of the living environment. Such design techniques shall include:*

*(a) Quality design practices, transitional intensity (types of uses), stepped density, buffering, boundaries, landscaping, and natural open space.*

*(b) Open space shall be designed to be accessible as required by Conservation and Open Space Policy 5.2.3 and Stormwater Management Element Policy 5.1.11. Open space requirements fulfilled through the use of conservation resource areas per Conservation and Open Space Element Policy 5.2.2 shall incorporate accessible open space, to the extent consistent with the character and protection of the resource.*

*(c) Special attention shall be provided to the design of development and neighborhood edges, which shall be designed to be integrated into the surrounding community.*

Approaches such as buffering and open space at the edge of development and between uses do not allow for use of the transition area for additional development such as housing units; by requiring a land

use/development buffer, this approach may also limit options for and benefits of open space planning in view of other priorities with locational considerations such as stormwater management, protection of key natural resource areas, and passive recreation and active recreation opportunities.

Future Land Use Element Policy 7.1.8 includes reference to the Buffer Group Matrix that establishes buffer requirements between uses. Development edge buffers are also referenced extensively for mixed-use developments noting residential uses, documented in the Comprehensive Plan: Celebration Pointe, Springhills Activity Center, Jonesville Low Activity Center/Employment. External buffering is also generally mentioned for Millhopper Activity Center and Tower Road/24<sup>th</sup> Avenue Low Activity Center, Eastside Activity Center.

LDC Table 407.43.1 and Sec. 407.70(b)(2) and 407.154(h) establish requirements on project boundary buffers, including TOD, TND, and CN developments, and alternatives for TND and TOD developments of minimum lot size requirements for project edges. Minimum lot size requirements at the project edge limit the amount of development achievable in the project, which would limit units in the case of housing.

#### Remove/Reduce Setback Requirements

Allow removed or reduced minimum setbacks internal to an IHO development, coordinated with stormwater management and roadway sight line needs. Use building scale transitions where possible (see the discussion on a missing middle housing zone evaluation in the Issues to Address By-Right for Market-Rate Units section) and stepbacks of stories above a certain height to manage building transitions in place of current requirements for multi-family residential districts and additional setbacks for additional height, in coordination with impervious surface considerations and stormwater management. Add clarifying language that side setbacks do not apply to zero lot line and attached single-family units developed in multi-family residential districts (see existing single-family district language).

LDC regulations for R-3, RP, HM, BP, AP, BR, BR-1, BH districts require additional setbacks for additional height. Additionally, larger setbacks are required for R-2 through R-3 multi-family residential districts relative to single-family districts. Adjusting setbacks provides an opportunity to allow more flexibility where more units will be provided in the building. Consider where building scale transitions and stepback requirements for upper stories could help address transitions instead of additional setbacks where maximum heights are greater than single-family districts.

#### Establish Streamlined Process to Request Additional Requirement Deviations and Incentives

IHO developments should have an easy way to request additional deviations from requirements and incentives to offset costs not explicitly codified. Parameters for these requests can include but are not limited to:

- maintained protection of public health, safety, and welfare;
- consistency with the Comprehensive Plan; and
- not exceeding additional density already enabled by any density bonuses for IHO.

#### Issues to Address By-Right for Market-Rate Units

Options discussed in this section include those that may not be easily quantified to offset costs, that would not unlock large amounts of units provided on-site in one development where an IHO

requirement would likely apply, or that are best practice to comply with State law. As a result, they would not factor into incentives for an IHO policy but could still increase affordability through the private market and existing avenues for income-restricted units.

#### Evaluate Locations for Implementation of a Missing Middle Housing Zoning District

With the changes to the CN development regulations allowing only detached units, primarily due to concerns with compatibility with surrounding single-family neighborhoods, the County should evaluate where small-scale missing middle housing types such as duplexes, triplexes, and quadplexes should be allowed and promoted. This approach will expand options to meet a variety of housing needs in the areas of focus while not removing the option to build single-family homes.

This approach would help support housing type diversity aims in the Future Land Use Element of the Comprehensive Plan. Objective 1.2 states: “Provide for adequate future urban residential development that includes a full range of housing types and densities to serve different segments of the housing market, designed to be integrated and connected with surrounding neighborhoods and the community, with opportunities for recreation and other mixed uses within walking or bicycling distance.”

Locational considerations can include focus on areas near transit, commercial and mixed-use nodes, and other amenities, as well as where this zoning district could be helpful as a transition from larger scale multi-family districts, commercial districts, and other more dense/intense development to single-family neighborhoods. The locational scoring presented earlier in this report can support this locational evaluation.

Regulatory considerations can include parking requirement reductions, building envelope regulations to promote desired scale transitions, and density maximums high enough to promote an increased number of smaller units within the building envelope, among other considerations.

St. Petersburg provides an example of where a missing middle housing zone (NTM-1) was adopted in a targeted way along Future Major Streets and High Frequency Transit Routes.

This process should also evaluate exemption of this type of small-scale multi-family development from arterial and collector road access requirements that multi-family development outside of TND or TOD developments. Future Land Use Element policies 1.3.8.2, 1.3.9.2, and 1.3.10.3 have arterial and collector road access requirements for multi-family development outside TND or TOD in the Medium, Medium-High, and High Density Residential Land Use categories, with alternatives allowed in Medium and Medium-High categories. LDC Sec. 403.10 applies these access requirements to multi-family development generally in zoning districts R-2, R-2a, and R-3. Note that Title 40, Chapter 410, Art. III of the LDC defines a multi-family dwelling as: “A residential building designed for or occupied exclusively by three (3) or more families, with the number of families in residence not exceeding the number of dwelling units provided.”

The Urban Cluster Area contains Urban Transportation Mobility Districts, which are a focus for multi-modal transportation options. These types of improvements, along with locational considerations such as proximity to transit, can help manage transportation demand in areas where more small-scale multi-family is permitted.

## Remove Ownership and Locational Barriers to Accessory Dwelling Units (ADUs); Consider Tiered Size Caps Between Urban & Rural Areas

Remove owner-occupancy requirements for properties with ADUs. Future Land Use Element Policy 1.3.6.1 and 6.2.10.1 and LDC Sec. 404.24 include owner-occupancy requirements for either the principal building or the ADU. Owner occupancy requirements may discourage development of ADUs, limit selling options for current owners, and dissuade prospective buyers. Single-family homes without ADUs are not subject to owner-occupancy requirements. Gainesville removed its owner-occupancy requirement for ADUs in 2020.

ADUs should also at least be permitted by right wherever single-family homes are permitted by right. ADUs are currently permitted uses in Future Land Use categories ranging from Rural/Agricultural to Medium Residential (in terms of density). Zoning districts where they are allowed range from Agricultural to Single-Family, Medium Density (no multi-family, higher density zones). Expand ADU allowances at least in the higher density categories/districts where single-family homes are permitted. Pinellas County allows ADUs for single-family detached homes throughout nearly all single-family and multi-family residential zoning districts, as well as in non-residential districts as an accessory use to office, commercial, or industrial uses.

The County may also consider adding a smaller absolute size cap for ADUs in the urban area versus those in the rural area. In 2022, the County amended ADU size restrictions of “a maximum of 50 percent of the principal residence or 1,000 square feet, whichever is greater” to increase the absolute cap to 1,700 square feet to accommodate mobile homes. A smaller cap may help retain affordability of ADUs in the urban area via a smaller unit size. Note that homeowner’s association rules may limit where ADUs are allowed, by extension limiting where these units are built.

## Expand Expedited Review for Affordable Housing

Apply expedited review to the entire review process for affordable housing developments, not just building permit processing. Expand expedited approval to all developments that meet income-restricted affordable development standards of the County, not just those receiving a subsidy. An additional option is to reserve expedited permitting for developments using voluntary and mandatory inclusionary programs. Staff has noted that given the pace of the permitting process already, this may only result in minor increases in expediting.

LDC Sec. 402.03.5 currently provides expedited processing of building permits for affordable housing units tied to funding programs. The SHIP program requires “assurance that permits for affordable housing projects are expedited to a greater degree than other projects” as an incentive strategy employed by program participants (Sec. 420.9071(18), Florida Statute).

## Land Use & Development Transitions: Establish Objective Terms & Address in LDC

Use objective compatibility terms for transitions between uses/development and avoid general references to compatible “character”. For example, Future Land Use Element Policy 1.4.1.1 states: “Appropriate mixes of housing types shall be allowed where such mixes may be integrated with the character of the surrounding residential area.” More objective terms might include reference to building scale and whether uses have nuisance impacts on adjacent development such as noise, vibration, odors, etc.

Consider handling all land use transitions through the more nuanced regulations of the LDC as opposed to the Comprehensive Plan.

## Appendix: Current Policies & Regulations Promoting Housing Affordability

This appendix details additional information and strategies currently in the County’s Comprehensive Plan policies and LDC to facilitate provision of affordable housing.

### Definitions and Affordability Levels of Focus

Chapter 410, Article III within Title 40 of the LDC related to Land Development Regulations defines “affordable housing development” as: “A development where at least fifty (50) percent of the units meet the definition for affordable housing for low-income households, or where at least twenty (20) percent of the units meet the definition for affordable housing for very low-income households. This definition includes developments funded with low-income housing tax credits allocated by the Florida Housing Finance Corporation.”

This article also indicates that income limits for extremely low-, very low-, low-, and moderate-income households are derived from application of standard thresholds (30%, 50%, 80%, and 120%, respectively) to median annual incomes adjusted for family size at the metropolitan statistical area, county, and nonmetropolitan state level, whichever is greatest.

The Land Development Regulations section of the LDC includes concurrency reservation and tree canopy retention incentives for affordable housing developments (discussed further under Other Incentives for Affordable Housing below).

Additionally, the Housing Element of the Comprehensive Plan includes direction to support housing serving very low- and extremely low-income levels:

- Policy 1.2.8: “Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.”
- Policy 1.4.6: “Alachua County shall encourage methods of financing which will increase the opportunities for very low and extremely low-income households to obtain decent, safe, sanitary, attractive and affordable housing.”
- Policy 1.4.9: “Provide funding for permanent housing and rental assistance programs for very low and extremely low-income households. This would include assistance with rent deposits as well as the establishment of a rental deposit surety bond program.”

### Dispersion of Affordable Housing & Access Considerations

The Housing Element promotes dispersion of affordable housing throughout the county, while promoting access to vital services and destinations:

- Objective 1.1: “Alachua County shall provide for the development of affordable housing, dispersed throughout the County, through policies which focus on the following areas:
  - Land use and facilities

–Methods to promote the dispersion of affordable housing, and  
–Manufactured housing”

- Policy 1.1.1: “Alachua County shall, through the policies in the Future Land Use Element, provide areas for residential development which would be suitable for the development of affordable housing. These areas shall take into account the availability of infrastructure and land, the accessibility to employment and services, the proximity to shopping, daycare facilities, transit corridors, and the promotion of infill opportunities.”
- Policy 1.1.4: “It is and shall be the policy of the Board of County Commissioners to promote the dispersion of newly built affordable housing units within developments throughout the entire County. This should include areas which are proximate to schools, shopping, employment centers, daycare facilities, and transit corridors. The Board of County Commissioners shall promote the development of affordable housing in the areas identified in the Housing Study that are deficient in market produced, or incentive based, affordable housing. This policy shall be used as a guideline to determine future affordable housing development goals. This policy shall not limit housing programs created to assist farmers or rehabilitation assistance programs and activities which may be appropriate in rural areas.”
- Policy 1.2.8: “Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.”

Future Land Use Policy 7.1.3 also includes affordable housing as one consideration for expanding the Urban Cluster, supporting the connection between affordable housing provision in proximity to services and amenities.

An inclusionary housing policy helps promote dispersion by linking affordable units to market-rate development activity; this policy could include strategies to prioritize certain approaches in certain areas to ensure adequate access to vital services, amenities, and destinations.

### Housing Type Diversity

The Future Land Use Element of the Comprehensive Plan includes language to support housing type diversity, which can support housing options and affordability relative to single-family homes. Objective 1.2 states: “Provide for adequate future urban residential development that includes a full range of housing types and densities to serve different segments of the housing market, designed to be integrated and connected with surrounding neighborhoods and the community, with opportunities for recreation and other mixed uses within walking or bicycling distance.”

Many single-family and multi-family residential base zoning districts allow single-family attached housing types, from low-density single-family districts of RE-1aa and R-1a to the high-density multi-family R-3 district. Additionally, the Future Land Use Element and LDC include policies and regulations to enable TND, TOD, and CN developments that generally allow for greater density; TND and TOD can facilitate a mix of housing types.

Accessory dwellings are also permitted in rural to certain medium-density residential areas, including single-family districts, further increasing allowable housing types.



Additionally, several business and professional zoning districts along with the Hospital/Medical District permit residential over commercial as a use.

Regarding manufactured and mobile homes, Title 40, Chapter 410, Article I provides the following definitions:

- *Manufactured home: For the purposes of floodplain administration, a structure, transportable in one or more sections, which is eight (8) feet or more in width and greater than four hundred (400) square feet, and which is built on a permanent, integral chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle" or "park trailer." [Also defined in 15C-1.0101, F.A.C.] This includes a mobile home fabricated on or after June 15, 1976, in an off-site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act*
- *Mobile home: A structure, transportable in one or more sections, which is eight (8) feet or more in width and which is built on an integral chassis and designed to be used as a dwelling when connected to the required utilities including plumbing, heating, air conditioning, and electrical systems.*

Policy 1.1.12 of the Housing Element limits these housing types to rural areas and uses very general terms defined by “adverse impacts” to indicate further allowances:

*Manufactured/ or mobile homes meeting the minimum construction standards should be generally permitted for use as permanent housing in the same manner as conventional housing for the following areas of the County:*

*(a) in rural areas;*

*(b) in areas where the nature of surrounding development indicates that there will not be adverse impacts on existing development, or*

*(c) provided that any adverse impacts can be mitigated through buffers and other design strategies.*

The LDC limits manufactured and mobile homes to the Agricultural, R-1c Single-Family Low Density, and Manufactured-Mobile Home Park District (Sec. 404.21 and 404.22). These housing types are currently permitted as “Limited Uses,” which indicates that a use that is permitted by right, provided that the use meets the additional standards established in the Use Regulations chapter or other chapters of the LDC. Additional standards referenced in the Use Table for these housing types relate to installation, storage, and inspection/certification standards. There may also be limitations on these housing types in homeowner’s association rules.

Note that the definitions of the housing types include reference to a chassis. Modular homes for the purposes of this report refer to homes manufactured offsite that do not have a chassis and are intended for use with a permanent foundation. These homes are permitted where single-family homes are permitted.

## Minimum Density/Development Requirements

The Future Land Use Element of the Comprehensive Plan and the LDC include requirements for minimum densities and thresholds indicating where TND or TOD types are required. These requirements ensure a certain number of units are provided and require developments that facilitate diverse housing types in mixed-use settings.

Future Land Use Policy 1.3.4 states: “The gross residential densities of new subdivisions and multi-family developments shall not be less than the urban residential density range for the assigned future land use category except where necessary to protect natural resource conservation areas as identified in Objective 3.1 of the Conservation and Open Space Element.”

Future Land Use Policy 7.1.34 states:

*The following thresholds for development design requirements and locational standards shall apply within the Urban Cluster:*

*(a) All commercial development or redevelopment on 25 developable acres or more in size shall be developed as either a Traditional Neighborhood Development or Transit Oriented Development in accordance with all requirements of Objective 1.6 or 1.7 and their policies.*

*(b) Developments within Urban Residential designations that are:*

*(1) 150 or more units and are contiguous to a Rapid Transit or Express Transit Corridor shall be either a Traditional Neighborhood Development, Transit Oriented Development or located within an Activity Center.*

*(2) 300 or more units shall be either a Traditional Neighborhood Development or located within an Activity Center.*

Future Land Use Policies 7.1.35 states: “Development or redevelopment in the Urban Cluster that is contiguous with a rapid or express transit corridor and exceeds 1,000 dwelling units or 350,000 sq ft of non-residential shall be developed as a Transit Oriented Development (TOD) consistent with Future Land Use Element Objective 1.7 and its policies.”

These requirements are also reflected in LDC Sec. 403.02.5, Sec. 405.44, and Sec. 405.04 (this last section regarding Activity Centers).

## Parking Standards Facilitating Housing Type Mix & Affordability

The LDC includes parking standards to further facilitate development types with relatively higher density allowances and/or that can promote a mix of housing types. Off-street parking in transit supportive areas of TNDs and TODs is not required; Table 407.68.2 establishes parking maximums for multi-family development in transit-supportive areas of TNDs and TODs, and there is flexibility on pooling and location of spaces within the development. Sec. 407.155 requires a lower minimum number of parking spaces for units in CN developments (1.5 spaces per unit) than requirements for single-family attached and detached homes in Table 407.14.1 parking schedule (2 spaces per unit). CN developments can also provide parking in common lots. Additionally, ADUs are omitted from density calculations and do not have additional minimum parking space requirements.

## Setback Standards Facilitating Flexibility in Housing Design

LDC Sec. 407.154(g) applies setback requirements from the overall property boundaries as opposed to applying to individual lots for CN developments, providing more flexibility within the development. LDC

Sec. 403.07 and Sec. 407.67 allow for zero lot line units in single family districts, TNDs, and TODs. Minimum side setbacks do not apply to zero lot line developments provided the building spacing requirements of the Florida Building Code are met.

### Other Incentives for Affordable Housing

The Comprehensive Plan includes direction and support for affordable housing and residential green building techniques:

- Housing Element Policy 1.2.2: “Alachua County shall provide incentives in the land development regulations for the development and redevelopment of affordable housing. These incentives may include but are not limited to:
  - (a) fee relief;
  - (b) provisions for expedited development review, approval, and permitting processes;
  - (c) special provisions for reservation of infrastructure capacity for concurrency;
  - (d) density bonuses;
  - (e) provisions for reduced lot sizes and modification of setback requirements; and
  - (f) grants and other financial incentives.”
- Housing Element Policy 1.2.9: “Establish an expedited conceptual plan review process for affordable housing developments that are applying for Low-Income Housing Tax Credits (LIHTC).”
- Future Land Use policy 7.1.16(c): “Gross density shall be consistent with this Plan, however, provision should be included within the land development regulations for awarding density credit based on provision for inclusionary housing, consistency with green building standards, or where provided in other Elements and Sections of the Comprehensive Plan. In the case of family homestead exceptions or hardship variances, gross density limits established in the Plan may be exceeded provided the other provisions of the implementing zoning district are followed.”
- Housing Element Policy 1.2.5: “Alachua County’s building permit and development review processes shall include an incentive based scoring system that recognizes developers who use construction techniques which reduce future maintenance and energy costs in accordance with Policies 2.1.2 and 3.1.3 of the Energy Element, such as homes oriented and constructed for energy efficiency and sustainability.”

The Celebration Pointe development is one example where additional units are allowed if a percentage of units are affordable. Future Land Use Policy 1.9.1(a): “Upon entering into an agreement with the County that guarantees 10% of additional units over 2,000 are affordable to households earning up to 50% of the Area Median Income, an additional 500 units may be approved.”

Incentives codified in the LDC for affordable housing developments include:

- Sec. 407.121: concurrency reservation for affordable housing developments with phasing schedules, based on phases in the approved preliminary development plan (also allowed for TND and TOD developments).
- Sec. 406.12(a)(2): reduction in tree canopy retention requirement, 5% percent of tree canopy retained instead of 20% (also allowed for TND, TOD, and CN developments).

Additional incentive strategies for housing affordability documented in the 2021/22-2023/24 Local Housing Assistance Plan (LHAP) include:

- “The County Manager may waive development review application fees and charges to not-for-profit corporations that submit affordable housing projects. This policy is annually approved through the Alachua County fee schedule by the Board of County Commissioners.”
- “Alachua County also offers a 50% reduction in building permit fees for properties with a homestead exemption (owner-occupied) and a Total Just Value of less than \$50,000 as determined by the Alachua County Property Appraiser within the last year.”

### Funding for Affordable Housing

The LHAP lists the following funding strategies for use of State Housing Initiatives Partnership funds, targeting very low- to moderate-income households, depending on the strategy:

- Purchase assistance, including down payment, closing costs, and eligible repairs;
- Owner-occupied rehabilitation;
- Demolition and reconstruction where home is beyond reasonable repair;
- Home repairs directly caused by disaster;
- Emergency repairs essential system or critical structural problem for homeowners that are “special needs”, essential services personnel, or 62 years or older;
- Foreclosure prevention for homeowners in arrears on their first mortgage;
- Property acquisition, demolition, rehabilitation, new construction by developer of units for purchase;
- Rental assistance (to obtain a lease or for rent in arrears) and eviction prevention; and
- New construction or rehabilitation of rental units.

Comprehensive Plan Housing Element policies 1.4.2 and 2.3.1 specify down payment assistance, single-family housing development, and multi-family housing development as uses for SHIP funds.

The Housing Element also includes prioritization criteria for federal and State housing funds. Policy 2.3.6 states:

*The local priority for using federal and state housing funds shall be for improvement activities within residential neighborhoods. To the extent program rules and scoring criteria allow, the local criteria for setting priorities among eligible projects shall include:*

*(a) Condition of the Neighborhood: Target neighborhoods shall exhibit characteristics of housing costs and condition, household incomes, housing usage and population demography which meet eligible area requirements of the federal program for indicating public assistance needs.*

*(b) Size and Scope of Project: The project size and scope should be such that the available funds will permit a substantial improvement to the neighborhood so as to create incentives for continued investment by residents and developers in neighborhood improvements.*

*(c) Project Location: Project neighborhoods shall represent a viable part of the long term residential development patterns of the County. Priority will be given to projects that, by upgrading a single neighborhood, will also improve the surrounding area for uses proposed in the Future Land Use Element. This shall also include areas identified in Policy 1.1.3.*

Note that Policy 1.1.3 refers to areas identified through a detailed housing study as needing affordable housing. Additionally, the County Commission in January of 2023 reaffirmed direction to focus County affordable housing funding on development west of Main Street in Gainesville.

The Comprehensive Plan also includes direction for the County to apply for and support housing/neighborhood improvement with Community Development Block Grant (CDBG) and Home Ownership Made Easy (HOME) program funds (Housing Element policies 1.1.5, 1.4.5, and 2.3.5).

Housing Element policies 1.4.4 and 2.3.3 also provide direction to use bonds from the local Housing Finance Authority in support of providing affordable housing:

Policy 1.4.4 states: “Alachua County shall utilize Alachua County Housing Finance Authority bonds and approved bonds from other Issuing County Housing Finance Authorities to provide low interest rate mortgage loans to eligible homebuyers or to subsidize the creation of affordable rental housing in Alachua County. Areas identified under Policy 1.1.3 are eligible for bond financing, in addition to areas previously defined by the U.S. Department of Housing and Urban Development (HUD).”

Lastly, regarding additional local funding for affordable housing, Alachua County voters passed in November 2022 an infrastructure surtax of one cent for 10 years. Half of the funds may be used for uses that include acquisition of lands for housing of which at least 30% of the units are affordable to individuals or families whose total annual household income does not exceed 120 of AMI adjusted for household size, if the land is owned by the local government or a special district that enters into a written agreement with the local government to provide the housing (in accordance with Sec. 202.055(2) of Florida Statutes).

Additionally, the County has amended its charter to establish the Alachua County Affordable Housing Trust Fund (see Section 1.9 of the Charter). Housing Element policy 1.4.11 provides direction on a source of local revenue via the sale of escheated properties: “Develop a program to use the revenue from the sale of escheated properties to develop affordable housing for both home-ownership and rental opportunities. This includes the establishment of a local Housing Trust Fund.”



### Report 3: Inclusionary Housing in Alachua County

#### Final Recommendations and Requested Research Topics

This third and final report of the feasibility study for inclusionary housing in Alachua County summarizes the work of the Florida Housing Coalition (Coalition) to date with final recommendations and addresses requested areas of research by Alachua County. The final recommendations reflect the main takeaways from Reports 1 and 2 and are based on the feedback provided by the Alachua County Board of County Commissioners at a public meeting on September 19, 2023.

The following areas of research were requested by Alachua County in this final report:

- Analysis of the County’s definition of “affordable” and possibilities for amendment
- Best practices and examples on fee waivers for affordable housing
- Targeted areas to zone for multifamily residential development, including “missing middle” housing
- Evaluate the concept of removing non-residential requirement for TOD and TND developments in exchange for providing affordable housing
- Recommendations for a streamlined public hearing process for affordable housing developments
- Coordinating county and municipal governments on affordable housing policy

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## Summary of Work Done to Date

### Background

The Florida Housing Coalition was contracted by Alachua County to assist County staff with policy recommendations to include in an inclusionary housing ordinance to increase the supply of affordable housing in the County. This Report is the final of three reports containing housing needs data, mapping, policy options, recommendations, and other information to help the County shape its affordable housing policies. This portion of the Report provides key takeaways of the Coalition’s work to date and final recommendations on moving forward with an inclusionary housing policy in Alachua County.

The terms “inclusionary housing ordinance,” “inclusionary housing policy,” “inclusionary zoning,” “IZ”, and “IHO” all refer to a set of policies aimed at requiring or encouraging the development of deed-restricted, below-market rate homes. In general, there are two types of inclusionary housing policies: 1) mandatory; and 2) voluntary. Mandatory IHO policies *require* certain market-rate developers to include below-market rate units within a market-rate development while voluntary IHO policies *encourage* the private sector to provide affordable units in exchange for regulatory and/or financial incentives.

On the mandatory IHO front, it is extremely rare for a mandatory IHO to apply to all new developments in a jurisdiction. Typically, there will be a unit threshold that triggers the affordable housing requirement.



For example, a mandatory IHO could mandate affordable units only for developments of 50 units or more or another threshold determined by the local government. The local government must also determine the number or percentage of units that must be affordable within the market rate development. An example of a mandatory IHO would be: “All developments of 50 or more units must set-aside at least 10% of units as affordable housing to households earning at or below 120% of the Area Median Income.” Report 2 provides more background information on mandatory IHO.

On the voluntary IHO side, a typical voluntary IHO policy includes an incentive structure, a unit threshold, a determination of the number or percentage of affordable units needed to receive the incentives, and program compliance methods; voluntary IHO are often very similar in structure except that they encourage, rather than require, the production of deed-restricted, affordable units. For a voluntary IHO program to be effective, the incentives must be structured in a way to give the private sector something they want or need but do not already have. In other words, the local government must identify “carrots” they can offer (zoning flexibility, fee waivers, expedited permitting, financial subsidy, etc.) in exchange for provision of affordable units. Report 2 also provides more background information on voluntary IHO.

Florida law has expressly authorized local governments to adopt mandatory inclusionary housing ordinances since 2001 in sections 125.01055 and 166.04151 of the Florida Statutes for counties and municipalities, respectively. However, due to a legislative amendment in 2019, if a local government implements a mandatory IHO program, ss. 125.01055(4) and 166.04151(4) of the Florida Statutes require it to provide incentives to “**fully offset all costs** to the developer of its affordable housing contribution.” This “fully offset all costs” language requires local governments to keep developers economically whole in exchange for providing mandated affordable units.

For example, if there is a 100-unit development, and the local government requires that 10% of the development be set aside for affordable housing through a mandatory IHO, this statute requires that the local government “fully offset all costs” associated with the 10 required affordable units by providing regulatory and/or financial incentives. Factors such as the amount and affordability levels of the required affordable units affect the associated costs and thus the incentives needed to offset those costs. Note that since the law is relatively new, there is no case law to provide further clarity on how local governments are to comply with these requirements.

The overarching goal of the Coalition’s work was to explore the feasibility of a mandatory inclusionary housing ordinance in Alachua County after considering current and future development patterns, housing needs data, the value of certain incentives such as density bonuses, and the statutory requirement to “fully offset all costs” associated with a mandatory IHO policy. After reviewing the relevant data, the Coalition concluded that a blanket mandatory IHO policy in the County may be difficult from a statutory compliance standpoint given the limited desire for density bonuses and upzonings. As a result, the County should evaluate alternative strategies and incentives to increase the number of affordable housing units.





## Key Takeaways from Reports 1 and 2

**Report 1** framed the need and context for an inclusionary housing program in Alachua County utilizing recently completed studies and planning documents, county permit data, Census data, data compiled by the Shimberg Center for Housing Studies, and other readily available sources to identify key data points on local affordable housing needs. The primary questions underlying that report were:

- 1) Which households, based on income, are in most need of affordable housing in Alachua County? Who should an inclusionary housing ordinance primarily assist?
- 2) What is the state of the current housing market and how well does it serve households most in need? What types and prices of housing are being built and is the market meeting existing and future needs for affordable housing? Where in Alachua County would an inclusionary housing ordinance be most impactful based on development trends?

To address these questions, the first report started by examining demographic and socioeconomic trends in Alachua County, paying special attention to household composition and economic metrics. It then provided an in-depth analysis of the housing inventory and market trends before concluding with information on average median income thresholds, wages of top occupations, and the affordability gap for the county's very low and extremely low-income population. Report 1 provided eight key takeaways with justification after addressing the questions above:

1. Home prices are increasing twice as fast as median incomes in Alachua County.
2. There is a dramatic need for more rental housing in the unincorporated County.
3. Homeownership is quickly becoming unaffordable for households earning up to 120% AMI.
4. The greatest need for housing assistance is at 80% AMI and below, with a particular need for rental units at 60% AMI and below.
5. Over the past nine years in the unincorporated county, housing production has fallen slightly behind population growth, indicating a minor deficit. If the county's population continues to grow along the trajectory established since COVID-19, or if the current housing production fails to keep pace, this could exert pressure on housing demand, potentially driving up overall prices.
6. Predominant housing types may not align with household needs.
7. Income segregation may result in limited access to opportunities for lower income households.
8. There are several census tracts in the unincorporated County, a set with moderately higher prevalence of rental housing and a set with very low rates of rental housing, that may be high impact areas for an inclusionary housing ordinance.

**Report 2** analyzed potential outcomes from implementing an inclusionary program, as well as the feasibility of adopting an effective program in compliance with State law with a resulting menu of regulatory options for the County's consideration. This report first provided some background on mandatory and inclusionary housing programs, including parameters in Florida law for mandatory inclusionary programs. This overview was followed by general local considerations that may influence structuring and implementing an inclusionary program in the County. The following section evaluated prior development trends and development capacity currently or potentially available in the County that would provide a basis for development that might trigger an inclusionary requirement if adopted. This section also analyzed the County's options to offset costs via increased density allowances. Based on this



analysis, this report then provided scoring criteria to help locationally focus regulatory strategies and other resources the County has to offset costs of and/or incentivize inclusionary housing if it were to adopt a mandatory and/or voluntary program, as well as by-right regulatory and procedural adjustments the County can make to facilitate more housing options. The final section summarized these options.

Report 2 provided six main takeaways for the County regarding policy solutions it could consider. **Bolded items** are those that the Board of County Commissioners sought additional information from the Coalition at the September 19, 2023, Board of County Commissioners meeting.

1. Based on findings from Report 1, the County should consider housing needs at higher target income levels than those explicitly identified in the Comprehensive Plan, namely up to 80% Area Median Income (AMI) for rental and 120% AMI for homeownership strategies.
2. The County has remaining development capacity in its Urban Cluster area to which a mandatory requirement could apply. Yet, the main limiting factor of adopting mandatory IHO is likely the limited desire for density bonuses, which is a typical and robust incentive to adequately meet the cost-offset requirements of State law. As a result, the County should evaluate alternative strategies and incentives to increase affordable housing units.
3. While requests for entitlement increases are currently rare, the County can consider implementing mandatory IHO requirements for future entitlement increases via land use amendments, rezonings, and Urban Cluster expansions. Such requirements should apply to single-family and for-sale units.
4. The following are additional incentive opportunities for voluntary IHO/affordable housing development that can also be provided with mandatory IHO requirements:
  - a. Establish density bonus.
  - b. Provide funding and land with permanent affordability.
  - c. **Remove non-residential requirement for TNDs and TODs as an affordable housing incentive.**
  - d. **Streamline/frontload public hearing and workshop requirements for developments with 25 units or more**
  - e. **Establish standard development fee and transportation mitigation cost offsets for affordable housing developments.**
  - f. Consider additional incentives, including stormwater management support, facilitation of use of non-residential parcels for affordable housing, funding support, and site design flexibility.
5. The following are opportunities for by-right adjustments to facilitate market-rate housing since they are options that may not be easily quantified to offset costs, that would not unlock large amounts of units provided on-site in one development where an IHO requirement would likely apply, or that are best practice to comply with State law.
  - a. **Evaluate locations for implementation of a “missing middle” housing zoning district.**
  - b. Remove ownership and locational barriers to accessory dwelling units (ADUs); consider tiered size caps between urban and rural areas.
  - c. Additional opportunities for expedited review and more objective language for compatibility.



## Final Recommendations

As mentioned above, the Coalition’s overarching goal was to explore the feasibility of a mandatory inclusionary housing ordinance in Alachua County after considering current and future development patterns, housing needs data, the value of certain incentives such as density bonuses, and the statutory requirement to “fully offset all costs” associated with a mandatory IHO policy.

The crux of the issue is that allowing a market-rate developer to build more market-rate units than otherwise allowed under the existing land development regulations is the most impactful incentive a local government has in its toolkit to “fully offset all costs” pursuant to a mandatory inclusionary housing policy. However, based on the data the Coalition analyzed and interviews with the private sector, there appears to be a limited desire for density bonuses or re-zonings on properties for additional density. This lack of requests for more density poses a challenge to implementing an inclusionary housing ordinance in Alachua County and the fact that developers have not utilized existing incentives or requested land use changes is concerning for an IHO feasibility study.

Based on this finding and based on the robust conversation by the Alachua County Board of County Commissioners on September 19, 2023, the Coalition does not recommend the County adopt a blanket mandatory IHO policy county-wide. The County can, however, consider conditioning future major entitlement increases on the applicant providing deed-restricted affordable housing in return. The County can also consider a host of other policy levers to incentivize housing production such as greater allowances for multifamily development, impact fee waivers, expedited permitting, funding, and other strategies that are addressed in Report 2 and in this final report.

## Follow-up Research Topics

### 1. Alachua County’s Definition of “Affordable”

The Board of County Commissioners requested an analysis of the County’s current definition of “affordable” housing and if it can be improved to meet the needs of Alachua County. One Commissioner mentioned the possibility of including transportation costs in the definition of housing affordability. This section will analyze the relevant definitions of affordable housing in Alachua County and whether there are any adjustments that can be made that will improve local policymaking.

#### Relevant Definitions of “Affordable” Housing in Alachua County

- **Chapter 410, Article III of the County’s Land Development Code**
  - *“Affordable housing:* Affordable means that monthly rents or monthly mortgage payments including taxes and insurance do not exceed thirty (30) percent of that amount which represents the percentage of the median annual gross income for the households as indicated as low-income, moderate income, or very-low-income. However, it is not the intent to limit an individual household’s ability to devote more than thirty (30) percent of its income for housing, and housing for which a household devotes more than thirty (30) percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the thirty (30) percent benchmark.”



- *“Affordable housing development: A development where at least fifty (50) percent of the units meet the definition for affordable housing for low-income households, or where at least twenty (20) percent of the units meet the definition for affordable housing for very low-income households. This definition includes developments funded with low-income housing tax credits allocated by the Florida Housing Finance Corporation.”*
- **Policy 1.2.8. of the County’s Housing Element**
  - Provides direction to “Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.” Very low- and extremely low-income have the standard definitions of 50% and 30%, respectively, of median annual gross income for households adjusted for family size within the metropolitan statistical area.

## Analysis

1. **Chapter 410, Article III of the County’s Land Development Code**
  - a. Definition of “affordable housing”

The County’s definition of “affordable housing” strives to ensure that an income eligible household’s monthly rent or monthly mortgage payment, *including taxes and insurance*, do not exceed thirty percent of that household’s income category. This definition mirrors the definition that applies to the SHIP program found at s. 420.9071 of the Florida Statutes. This term is largely used in Alachua County’s Code for the administration of the SHIP program at Part II, Title 3, Chapter 39.5 and is also found regarding the Affordable Housing Trust Fund at Part I, Section 1.9.

One potential revision that the county could consider is adding “utilities” to the rent or mortgage calculation that defines housing affordability for non-SHIP programs. The County could consider following the definition at s. 420.0004 of the Florida Statutes which includes “utilities” in the affordability calculation.<sup>1</sup> If “utilities” are added, non-SHIP, County-assisted affordable housing developments would need to consider utility costs to be eligible for County assistance such as a density bonus, impact fee waiver, or other incentives.

If the County goes down this avenue, there are two important nuances to consider such as:

- What utilities should be included in the definition of “utilities”?
- How does the County or project owner calculate a household’s utilities?

The typical utilities included in an affordable rent calculation are electricity, gas, and water. The County could decide to include other utilities in their local policies such as sewer, trash collection, internet, and telephone. There will need to be a balance between the types of utilities that should be included in the overall affordable rent calculation and the feasibility of a project. If the County includes too few utilities,

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<sup>1</sup> The s. 420.0004 definition applies to all non-SHIP affordable housing programs administered by the Florida Housing Finance Corporation at the state level and several other affordable housing statutes that cite to this definition.



households may end up spending well over 30% of their income on housing costs. If the County includes too many utilities, that may lower the financial feasibility of a project.

There are several methods for how the County or project owner calculates the utility costs to base their affordability calculation. One method is for the County and property owner to agree upon a “utility allowance” that sets the standard amount to use as part of an affordability calculation based on average utility costs in Alachua County. The United States Department of Housing and Urban Development (HUD) has helpful guidance on various ways to calculate a utility allowance. Another method to calculate utility costs as part of the affordable rent calculation is by estimating the costs prior to initial lease-up and then adjusting at a lease renewal based on the average actual utility costs. The County or property owner could obtain all utility bills in the first year and establish an average to use for affordability calculations moving forward. If the County adds “utilities” to the definition of “affordable housing”, be aware that calculating utility costs can be a challenge and requires administrative capacity to calculate.

b. Including transportation costs in the affordability calculation?

Housing and transportation costs combined consume about half of the average household budget; transportation costs are generally the second highest expense a household makes in a given month. A County Commissioner asked if and how transportation costs could be included in the County’s affordable housing definition. Transportation costs can make up a large portion of a household’s income, especially if the household lives far away from their place of work. However, including transportation costs in the definition of “affordable housing” for publicly-assisted affordable housing programs is not a practice that is utilized. While it should be a goal of policymakers at all levels of government to lower both housing and transportation costs for residents, the administrative obstacles to including transportation costs in affordable housing assistance programs make it an extremely difficult policy proposition to combine the two.

A major barrier to including transportation costs in a housing affordability calculation for publicly-assisted housing is being able to adequately calculate those costs to provide predictability to an affordable housing developer to assess project feasibility. For example, if the County enacted a policy stating that households in County-assisted housing units should not spend more than 50% of their income on housing and transportation costs combined, and a household’s transportation costs increased year-over-year (a cost that is beyond the control of an affordable housing developer), that could force the project owner to lower the rents to meet the affordability criteria. Forcing a property owner to lower the rents in that scenario would harm the financial feasibility of that project and require affordable housing developers to take on an additional risk that is not considered in any other affordable housing assistance program – especially considering that affordable housing developers have little to no control over transit costs for the residents of the buildings.

Another barrier arises when considering *how* and *which* transportation costs are considered if added as part of the affordable housing calculation. When arriving at a transportation cost, does the housing program consider only rides to and from work? To and from the grocery store or school? Is the property owner supposed to include car rides a household makes out-of-state to visit relatives or take a vacation? Arriving at an agreed upon transportation allowance to determine affordable rents, similar to a utility allowance in a HUD program, is a novel idea for an affordable housing program.



Instead of incorporating transportation costs into an “affordable housing” calculation for the purposes of administering local affordable housing efforts, the County can utilize robust proximity scoring to ensure that publicly-assisted units are in areas close to major job centers, commercial centers, and other amenities to lower transportation costs. For example, if the County provides funding to acquire land for affordable housing purposes, the County can dictate the funds be utilized in places that facilitate lower transportation costs. Similarly, the County could target regulatory incentives and upzoning policies to areas with adequate access to jobs, grocery stores, and other amenities. Relatedly, the County can target transportation investments in areas with a high concentration of dense, multifamily housing stock.

A good metric to assess housing and transportation costs is the H + T Index (Housing + Transportation) crafted by the Center for Neighborhood Technology.<sup>2</sup> The H + T Index provides a comprehensive view of affordability that includes both housing and transportation costs at the neighborhood level. The Center for Neighborhood Technology sets the benchmark of the maximum percentage a household should pay towards housing and transportation costs at 45% of household income. This data source as well as other metrics in the public realm can be used to identify locations where housing and transportation investments should be targeted and provide a general overview of the affordability of a community. The H + T Index finds that the average household spends 58% of their income towards housing and transportation costs – well above the percentage considered affordable.

c. Definition of “affordable housing development”

Chapter 410, Article III of the Land Development Code defines “Affordable housing development” as “A development where at least fifty (50) percent of the units meet the definition for affordable housing for low-income households, or where at least twenty (20) percent of the units meet the definition for affordable housing for very low-income households. This definition includes developments funded with low-income housing tax credits allocated by the Florida Housing Finance Corporation.”

To achieve maximum flexibility in how this definition applies to various local affordable housing initiatives, the County could consider removing the specific percentage criteria in this core definition in the Land Development Code and regulate required set-asides through each individual housing initiative. For example, if the County were to establish an impact fee waiver program for affordable housing developments and wanted to target up to 100% AMI, the definition in Chapter 410, Article III of an “affordable housing development”, if cited to, could limit the types of developments that are eligible for the waiver. The County could consider removing the specific criteria in favor of a broader definition to give the County greater leeway to specially design various affordable housing incentives.

**2. Policy 1.2.8. of the County’s Housing Element**

This policy essentially directs the County to focus regulatory incentives on the development and redevelopment of affordable housing units to households at or below 50% of the Area Median Income. While the data is clear that households at or below 50% of the Area Median Income experience a high rate of housing insecurity, findings from Report 1 indicated that significant need for housing extends into higher income brackets as well. The report showed the greatest housing need is experienced by

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<sup>2</sup> <https://htaindex.cnt.org/>.



households at 80% AMI and below, with a particular need for rental units serving households at 60% AMI and below. Regarding homeownership opportunities, for-sale units are quickly becoming unaffordable at 120% AMI and below. Therefore, the County could consider amending this language in the Comprehensive Plan to target affordable housing policies to higher income levels.

### Recommendations

- The County could consider adding “utilities” to the definition of “affordable housing” at Chapter 410, Article III of the Land Development Code
- The County could consider amending the definition of “affordable housing development” to be more broad depending on the local incentive or housing initiative
- Proactively facilitate dense housing development near job centers and major transit corridors to lower transportation costs
- Amend Policy 1.2.8. of the County’s Housing Element to give the County discretion to provide regulatory incentives for the development or redevelopment of affordable housing to households up to 120% AMI

### 2. Fee Waivers or Modifications for Affordable Housing

Local government fees can be a costly barrier to newly constructed affordable housing. By modifying fee requirements for affordable housing, the overall cost of development can be reduced, and the savings can be passed on in the form of lower rents or lower sales prices. Reducing fees can lead to less need for public subsidy in a deal; if the overall development costs are lower by reducing fees, the less in SHIP, HOME, local funding, or other public sources will be needed to build the project.

Impact fees are the main type of fee that may be modified for affordable housing with the intent of reducing the cost of development. However, the modification and waiver of other local government fees could also be assessed. Those include fees pertaining to various application fees such as preliminary plan review and site plan review, rezonings, building permit fees, concurrency, platting and subdivision, and more.

The Florida Impact Fee Act at s. 163.31801 of the Florida Statutes authorizes local governments to “provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071.” If a local government does so, “it is not required to use any revenues to offset the impact.” Further, the Florida Impact Fee Act requires local governments to report each exception or waiver of impact fee for housing that is affordable to the state.

### Types of Fee Assistance

There are generally four types of fee relief for affordable housing: 1) waivers; 2) modifications; 3) deferrals; and 4) providing an alternative source of payment.

**Fee Waivers.** A fee waiver is a reduction or complete exemption of fees for an affordable housing development. A local government may decide to tier the amount of waiver based on the affordability provided. For example, the local government can reserve full fee waivers only for units that will be permanently affordable or for developments that set aside 100% of their units as affordable housing. The local government could then provide a partial waiver or reduction of fees for units that will be



affordable long-term (but not permanently) or for developments that devote a smaller percentage of its units as affordable.

**Fee Modifications.** A fee modification can refer to altering the process for how fees are assessed to begin with. An example of this is for a local government to modify their fee structure to charge fees based on square footage rather than unit type. Assessing fees on a square-footage basis can facilitate smaller-sized homes. Impact fees could be modified for affordable housing by restructuring the fee amount based on the type of unit. For example, a proposed housing development targeted to seniors might be eligible for a reduced impact fee for roads or school impact, along with other provisions such as reduced parking spaces.

**Fee Deferrals.** A fee deferral would postpone the payment of a fee until the units are occupied, sold, or at another pre-determined point. For example, a local government could defer the payment of a fee for a low-income homebuyer until that homebuyer sells the home.

**Alternative Sources of Payment.** Fee assistance programs can also focus on the use other sources of revenue to help pay for the fees. A local government may use SHIP, General Revenue, surpluses in their fee accounts, or other sources to help pay down the fees for an affordable housing development.

#### Structuring a Fee Relief Program for Affordable Housing

It is key that a fee relief program for affordable housing actually results in a lower purchase price or rent for the income-eligible household. Keep in mind that the overarching intent of providing fee relief is to lower cost barriers for the development of affordable housing in a community, and that the local government has discretion to structure fee relief according to what is a best fit. The local government can ensure this by monitoring affordability in the methods described in the following section.

Also of note, each local government may need to impose a cap on how much in impact fees can be waived in a given year for affordable housing. This is because although the Florida Impact Fee Act authorizes local governments to waive impact fees for affordable housing construction, the dual rational nexus test – the legal standard by which impact fees can be assessed – still applies. Some local governments may argue that if a local government gives away too many waivers of impact fees, they lose their rationale to have the fee in the first place. Since a fee waiver or reduction is going to be a finite resource, local government can target the limited resource towards priority policy goals. For example, a jurisdiction can prioritize relief for nonprofit housing organizations, developments receiving another affordable housing funding source, developments of a certain size, homeownership or rental housing, units that will be permanently affordable or affordable in the long term, or other priority. Consult with your local government attorney and the local nexus study on how best to structure a fee relief program for affordable housing.

Here are considerations for how to structure a fee relief program:

- **Income-Eligibility.** The local government will need to determine which incomes must be served through a fee relief program. Pursuant to the Florida Impact Fee Act, the maximum income levels that can be served through impact fee waivers are households at or below 120% AMI. A local government can target lower incomes through a fee relief program.





- **Term of affordability.** The jurisdiction will need to define how long the units assisted with a fee waiver must remain affordable. A balance will need to be struck between the amount of assistance provided and the length of affordability. An affordability period that is too long compared to the amount of assistance provided will deter interest in the program. Most fee waiver programs range from 7 to 15 years of affordability for that reason. Given the potential limitations to the term of years for a fee relief program on its own, it may best to reserve fee waivers for developers that are in the business of providing long-term affordable housing and would keep the units affordable regardless of a legal requirement to do so.
- **Required set-asides.** A fee relief program could provide assistance only to developments that have a set percentage or number of affordable units. For example, a local government can decide only to provide impact fee waivers for the affordable units within developments that set aside at least 25% of its total units as affordable. A jurisdiction could decide to only provide fee relief to developments that are 100% affordable.
- **Housing types & number of units.** The local government can dictate which types of developments are eligible for the fee assistance. For example, a local government can decide only to provide fee relief or make a priority for multi-family developments of a certain size, single-family homes, missing middle housing types, or other types of housing that are a priority for the jurisdiction.
- **Location.** A fee relief program can have locational criteria where only developments in certain targeted areas can receive assistance. For example, the jurisdiction can decide only to provide fee relief to developments built within 1 mile of a major job hub or other buffer.
- **Prioritizing nonprofit organizations.** A city or county can consider prioritizing nonprofit housing organizations that are in the business of providing affordable housing. Nonprofit organizations with a proven track record of producing affordable homes could greatly benefit from fee waivers and it would be a benefit to them to receive priority over for-profit entities.
- **Serving developments receiving another affordable housing subsidy.** Some local governments provide fee waivers only to developments that receive funding through the Florida Housing Finance Corporation (FHFC), a local Housing Finance Agency (HFA), SHIP, or other subsidy program. The County could decide to provide fee relief only to properties that are already receiving another form of public subsidy.
- **Demonstrated need.** The fee relief program can require applicants to show a demonstrated need for assistance to be eligible.
- **Compliance monitoring.** The local government will need to craft a compliance monitoring plan to ensure assisted units remain affordable.
- **Resale procedures.** For assisted ownership units, the jurisdiction should state what happens upon resale. Should the total amount of the fee waiver or reduction be made back? Or will the city or county allow the owner to sell the home to a subsequent income-eligible homebuyer at an affordable price?
- **Default & enforcement.** The city or county should clearly state what will happen if the property owner fails to keep the unit affordable for the affordability period. For ownership units, for example, if the owner sells the property on the open market before the end of the affordability



term in violation of terms of the agreement, the city or county should require the owner to repay the amount of assistance provided, at minimum.

### Preserving Affordability

Once the fee relief is provided, the jurisdiction will need to ensure that the assisted units remain affordable for the affordability period. Here are some considerations for monitoring assisted units:

- **How can the jurisdiction be sure the fee relief is resulting in a lower purchase or rental price?** The jurisdiction can establish policies that document the reduction in purchase price or rent that results from a fee relief program. For ownership, this can be done by including the fee waiver or reduction in the closing statement to show the reduction in sales price or closing costs. On the rental side, this can be done by requiring rental properties to show a demonstrated need for assistance prior to move-in and then requiring submittals of documentation to confirm rent amounts at determined intervals or on an as-needed basis.
- **Who is responsible for certifying income-eligible households?** The jurisdiction can determine whether it is local government staff or the property owner that will be responsible for certifying whether a household is income eligible. If the jurisdiction puts that responsibility onto the property owner, the city or county can establish oversight authority to ensure the property owner is complying with the affordability period. The local government could require annual reporting with specific items to include and conduct random spot-checks as necessary to ensure compliance.
- **How often will the responsible party re-certify households?** To address any staff capacity concerns regarding compliance monitoring, the jurisdiction can set its own policies as to how often it will audit records. The city or county can re-certify households each year, each time there is a new owner or renter of the assisted unit, or every three years – whichever policy meets the goals of ensuring long-term affordability while also appreciating staff capacity.
- **How in depth will the monitoring and oversight be?** The jurisdiction can set its monitoring policies to address potential administrative burdens that come with long-term oversight. The city or county could rely on self-certifications of income rather than require standard income verification processes and perform random spot-checks to lessen administrative burden while also providing enough teeth to ensure property owners comply.
- **What happens in the event of a resale?** Internal policies should address what happens in the event an assisted unit is sold or otherwise newly occupied. For rental, the next steps to follow in the event of a resale will depend on whether an assisted unit is subject to a recorded land use restriction agreement which specifies set-aside affordability requirements for units. In the ownership content, the jurisdiction will

Consult your legal team to draft a legal agreement that imposes land use restrictions on the assisted property for the affordability period. Basic elements of a land use restriction agreement include:

- A description of the affordable units with definitions
- Set-aside requirements (unit mix)
- Required length of affordability (affordability period)
- Households served



- Compliance monitoring (who is responsible for income certification, how often are re-certifications done, etc.)
- Notice provisions (in the event of sale, transfer, foreclosure, etc.)
- Right of first refusal
- Ensuring the agreement runs with the land to successive owners
- Defaults, remedies, and penalties for noncompliance (monetary fines, specific performance, probation, etc.)

**Manatee County**, through its Livable Manatee Incentive Program, uses a set Land Use Restriction Agreement (LURA) to ensure long-term affordability. The basic elements of the LURA include the term of affordability, ensuring the restriction applies to successive owners and runs with the land, enforcement, and penalties.

**Broward County** has a standard Declaration of Restrictive Covenants Agreement for its impact fee and/or administrative fee waiver program for affordable housing developments. The standard document provides checkboxes and blank spaces for key terms such as term of affordability, number of units, and legal description.

**Palm Beach County** has a 39-page policy on their impact fee waiver program which includes language to put the onus on household eligibility on the property owner. The County acts in an oversight capacity with the ability to review records provided by the property owner and seek enforcement if noncompliance is found.

#### Examples in Florida

**Hillsborough County.** Section 40-64 of the Hillsborough County Code creates the “Affordable housing relief program.” Applicants approved under the program are entitled to relief from impact fee assessments relating to impacts on park sites, road improvements, right-of-way, and fire rescue service. The County Commission is authorized to create a reimbursement policy for school impact fees.

To be eligible for impact fee relief, an applicant’s maximum family income cannot exceed 80% AMI, housing prices must meet Section 8 guidelines, and income verification is performed by the County. The types of housing eligible for relief include single-family homes that are site-built, manufactured, or mobile homes, and rental developments participating in other appropriate local, State, and/or federal low-income housing programs.

Eligible housing must meet locational criteria within the comprehensive plan under the affordable housing bonuses section, must be either within the Urban Services Area, or fully or partially developing on a site with in-place infrastructure. Farm-worker housing and affordable housing constructed within designated CDBG Target Neighborhoods are except from the locational criteria. The maximum amount of relief available annually for multifamily developments shall not exceed \$800,000. However, an eligible housing developer can petition the Board to waive fees in excess of the annual maximum if the Board finds that 1) sufficient funds are available to cover the additional relief; and 2) the granting of additional relief will serve a public purpose.



Fee waivers are available on a first-come, first-served basis. Developments that receive fee waivers will be subject to a legally binding restrictive covenant that provides that, for a period of seven years, any subsequent conveyance of the property which fails to qualify for relief shall nullify the impact fee waiver and the developer will be responsible for paying the full amount in waived fees. The impact fee waiver ordinance also provides standards for administration and review.

**Manatee County.** Manatee County's Livable Manatee Incentive Program provides a variety of incentives for affordable ownership and rental housing including the waiver of impact fees. Homeownership and rental developments are eligible if at least 25% of dwelling units are considered "affordable" per the definition at s. 420.9071 of the Florida Statutes. For the affordable units within eligible developments, the County will pay 100% of the following fees, assessed on the qualifying affordable housing units only: 1) county impact fees; 2) educational facilities impact fees; and 3) facility investment fees. In the case of school impact fees that are waived, the County shall pay directly to the Manatee County School District on behalf of the developer. The Manatee County Affordable Housing Subsidy Fund is the funding source used to pay for impact fees under this program. The affordability period can range from 10-30 years.

**Broward County.** Pursuant to Section 5-184 of its Land Development Code, various fees, including transportation concurrency fees, are waived for "very low income" and "low income" affordable housing projects. The affordability period is 20 years for rental housing and 10 years for owner-occupied housing.

**Orange County.** A deferral for the payment of impact fees is available to all single-family residences and duplexes until issuance of a Certificate of Occupancy. Multi-family developments that are certified as affordable may defer the payment of the impact fee until power is authorized for the first building or until the first Certificate of Occupancy is issued.

**Lee County.** The impact fee ordinance for Lee County contains a provision for the waiver of all impact fees, except school fees, within its three enterprise zones. Lee County also provides a School Impact Fee Rebate (SIFR) for certified affordable housing units. A nonprofit affordable housing developer can apply for the SIFR at the time of permitting. After the fee is paid and the home is completed, the lower-income purchaser of the home receives a 50% rebate that is paid directly to their first mortgage holder to reduce their principal. For-profit builders can also participate for a 25% rebate. The rebate program is funded by the interest that accrues on the impact fee account. Thus, the school board does not give up real income but part of the interest on the account. There is a \$200,000 cap on the program that is renewable.

**Polk County.** Any residential construction that qualifies as affordable housing can seek a full exemption of impact fees. Any person seeking the exemption shall file with the county manager an application with listed information under section 8.7-16 of the Polk County Code of Ordinances. Residential units must be occupied by low-income persons or very-low income persons and the application requires a copy of a recordable lien on the property that requires the payment of the waived impact fees in the event the development fails to provide affordable units. Units must be affordable for at least seven (7) years from the date of issuance of certificate of occupancy.

**Collier County.** Collier County has a long-standing impact fee deferral program. Using building permit fee revenues, the fee is paid on behalf of the affordable home at the time of permitting which is a loan that is to be repaid within ten years. There is an annual limit of 225 units for the deferral program.



**Orlando.** Orlando has a strategy in its Local Housing Assistance Plan (LHAP) to use SHIP funds to pay for impact fees. The City can provide up to \$5,082 per unit on impact fees for affordable ownership or rental housing with an affordability term of 15 years. The developer is required to pass 50% of the total amount of impact fee reimbursements on to the buyer by reducing the sales price or buyer’s closing costs. The LHAP also states that the impact fee strategy can be used as the local government contribution for developers applying for tax credits.

**Daytona Beach.** The city wholly or partially waives the following fees for affordable housing development: tree removal; building permit; electrical permit; plumbing permit; mechanical permit; subdivision review; concurrency review; and more.

### 3. Targeted Areas to Facilitate Multifamily Development, Including Missing Middle Housing

The Alachua County Commission provided direction for a preliminary analysis to help identify target areas where multifamily and missing middle type uses may be encouraged within the Urban Cluster. This section provides an approach to serve as a starting point to target increased allowances for multi-family development in the Urban Cluster (where urban services are provided) that can meet the need for rental units, along with opportunities to require set-asides for income-restricted units.

#### Methodology

In evaluating potential locations for increased housing density, the foremost criteria that arose from the literature and feedback from the County’s AHAC and County Commission was the need to ensure areas that received increased density allowances and additional units be located close to employment centers and commercial services. For this analysis, the primary data source utilized is a geospatial data layer received from the County GIS department last updated in February 2023. Additional data sources include the Florida Geospatial Open Data Library’s Generalized Land Use layer. To establish a commercial/employment boundary, the County’s parcels filtered to those with commercial zoning designation as indicated by the “ZoneDefin” attribute and were then overlaid with the FGDL data filtered for Retail/Office uses. These two layers were combined to be inclusive to all commercial uses and, by proxy, employment centers.

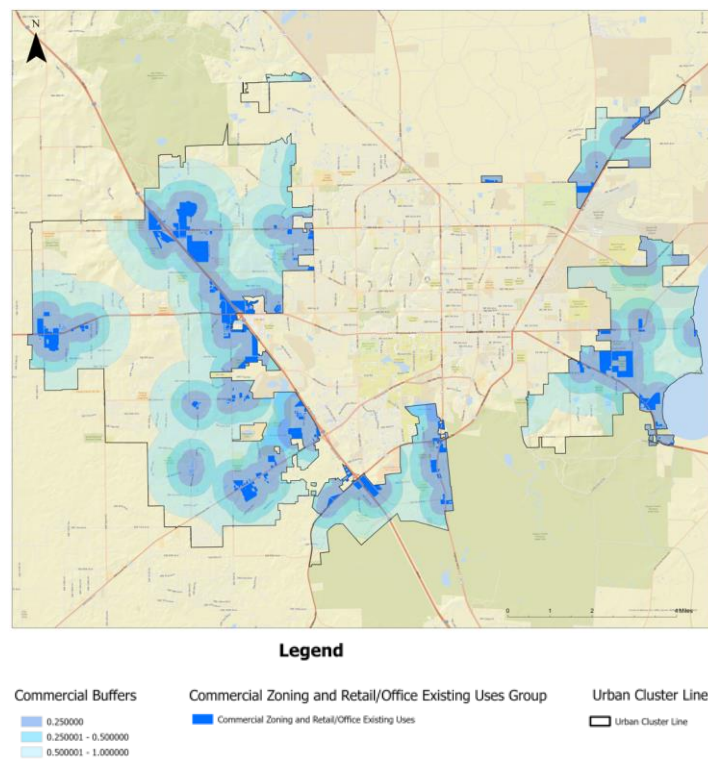
To validate this method, two additional approaches were assessed. The first alternative included searching for land owned by the top ten largest employers according to the Florida Commerce’s Employer Database and the second entailed reviewing a heat map of employment data from the Census Longitudinal Employer-Household Dynamics OnTheMap tool. The first alternative produced similar but more limited results, being that the top ten employers account for approximately a third of the workforce in Alachua County, there was considerable spatial coverage, but still not as well distributed as the commercial zones/uses method. The second alternative also provided ample overlap between with the commercial zones/uses, but OnTheMap data for privacy and confidentiality reasons do not provide exact locations in its data, so it was useful in comparing general validity but not as appropriate for providing fine points of reference for employment centers. Ultimately, our method was relied upon for the analysis due to the reliability and clarity of County’s parcel dataset, which not only represents employment centers today but also potential for new employment and community services in the future.



### Commercial/Employment Proximity Buffer Assessment

The analysis establishes three proximity levels at the quarter-mile, half-mile, and one-mile distances. The quarter-mile provides a representation of the pedestrian-shed, the distance at which a comfortable walk is possible and also serves an influential vision for designing neighborhoods and building complete communities<sup>3</sup>. The proximity at this range is considered to be ideal for denser multifamily types which would require a greater concentration of demands on neighborhood centers. The half-mile buffer is the distance someone can walk in 10 minutes at 3 miles per hour, a standard pace. Regarding density, this buffer area is envisaged to be ideal for a transition of types and densities, where more missing middle types rather than high density are compatible, demonstrating sensitivity to the existing built character, while still capitalizing on near-distance to commercial and existing multifamily uses. The one-mile buffer serves as a proxy for the outer band of what might be considered close proximity in an urban environment regarding neighborhood amenities, and where new residential development can be considered to be well served by current and future commercial services, which include shopping, jobs, and health and safety provisions. This distance also serves as a basis to determine whether or not an urban low-income area is a food desert<sup>4</sup>, indicating an industry standard for neighborhood servicing.

Map 1: Commercial Use Tiered Buffer Area

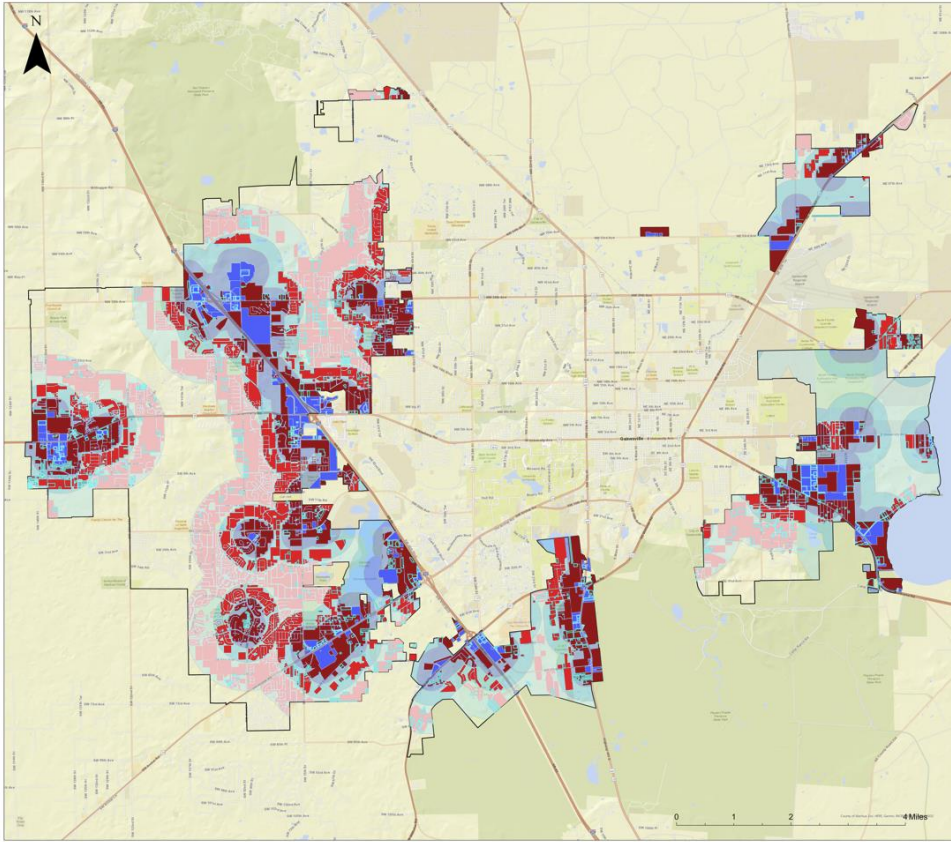


<sup>3</sup> <https://www.cnu.org/publicsquare/2017/02/07/great-idea-pedestrian-shed-and-5-minute-walk>

<sup>4</sup> <https://www.ers.usda.gov/data-products/food-access-research-atlas/documentation/>



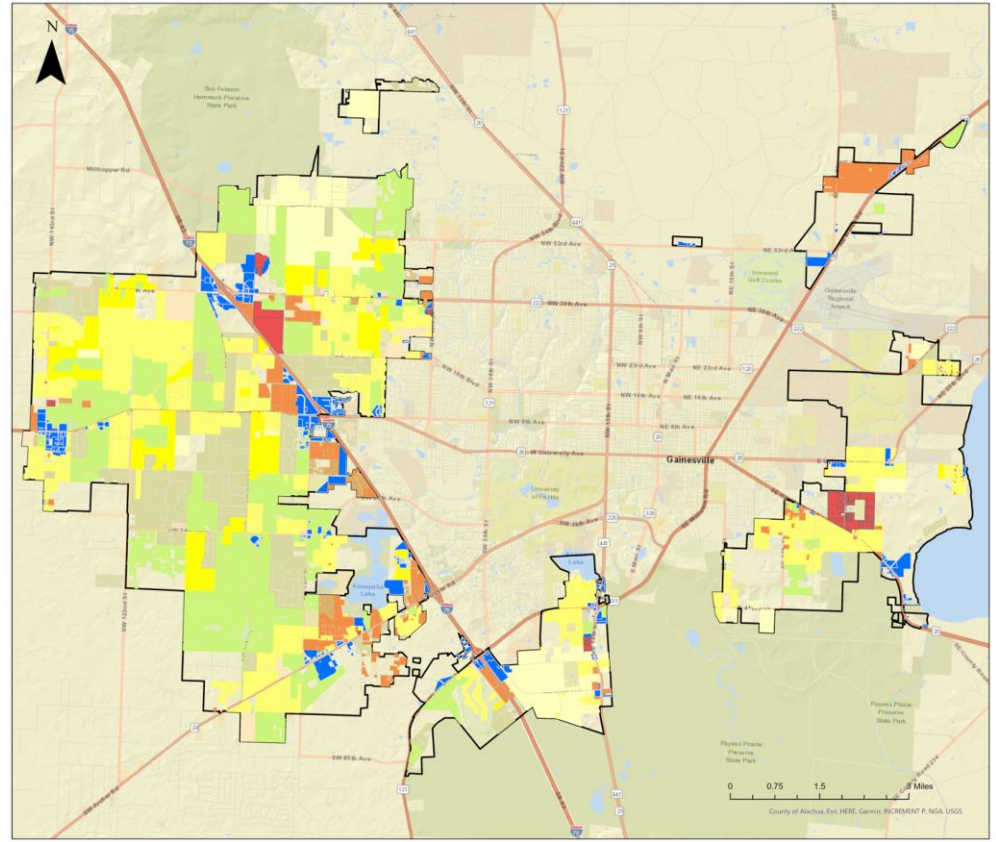
Map 2: Buffered Area and Tiered Parcels



**Legend**

- |   |                               |                                   |                           |
|---|-------------------------------|-----------------------------------|---------------------------|
| <b>Commercial Zoning and Uses</b>                 | <b>Commercial Buffer (mi)</b> | <b>Commercial Proximity Tiers</b> | <b>Urban Cluster Line</b> |
| Commercial Zoning and Retail/Office Existing Uses | 0.250000                      | 1                                 | Urban_Cluster             |
|   | 0.250001 - 0.500000           | 2                                 |                           |
|   | 0.500001 - 1.000000           | 3                                 |                           |

Map 3: Current Agricultural, Residential, and Mixed-Use Zones



**Legend**

- |  |   |   |                    |
|--|---|---|--------------------|
| <b>Multifamily and Mixed Use Parcels</b> | <b>Commercial Zones/Uses and Agricultural Zones</b> | <b>Single Family Zones</b>              | <b>Boundaries</b>  |
| Mixed Use Districts                      | Commercial Zoning and Retail/Office Existing Uses   | Planned Development (PD)                | Urban Cluster Line |
| Multiple-family districts                | Agricultural (A)                                    | Residential Single Family (R-1A)        |                    |
| Urban 7                                  |   | Residential Single Family (R-1AA)       |                    |
|  |   | Residential Single Family (R-1B)        |                    |
|  |   | Residential Single Family (R-1C)        |                    |
|  |   | Residential Single Family Estate (RE)   |                    |
|  |   | Residential Single Family Estate (RE-1) |                    |



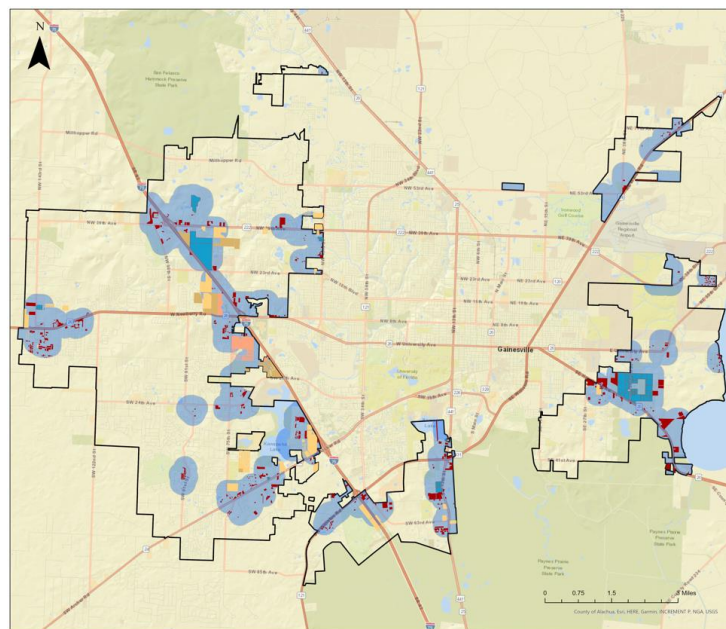
Within the proximity tiers depicted in Map 2, agricultural and single-family zoned parcels designated are identified to indicate those most compatible for potential allowance expansion. Multiple family zones (R-2, R-2A, and R-3) and other zone types are excluded from the buffer parcel analysis. Map 3 provides current agricultural and residential designations for comparison.

The outcome of the proximity analysis provides insights on three main strategies: providing for additional larger scale, high-density multi-family allowances; providing additional residential allowances on agricultural and estate residential land within the middle proximity tier; and more robust cottage neighborhood allowances to enable small-scale multi-family “missing middle housing” types.

### Additional Larger Scale, High-Density Multi-Family Allowances

The County can consider additional larger scale, high density multifamily allowance increases by right or with affordable housing set-asides. The quarter-mile buffer is an extent where additional larger scale high-density, multi-family allowances would be most appropriate. Currently, this area is where the abundance of the urban cluster’s existing multifamily units is currently located, but there is little land which is zoned for future multifamily density. The following map identifies existing multifamily zoned parcels and lands currently indicated as vacant residential, commercial, or industrial within the quarter-mile buffer area. These parcels indicated in red provide an estimate of existing land availability which may be affected if upzonings were to occur within these areas.

Map 4: Multifamily Zoned Parcels and Tier 1 Parcels



**Legend**

- |  |   |  |  |
|--|---|--|--|
| <p><b>Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential Multi-Family (R-2)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #e69d00; border: 1px solid black; margin-right: 5px;"></span> Residential Multi-Family (R-2A)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential Multi-Family (R-3)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #00a0e3; border: 1px solid black; margin-right: 5px;"></span> Mixed Use Zones and Activity Centers</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #92d050; border: 1px solid black; margin-right: 5px;"></span> Urban 7</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #0000ff; border: 1px solid black; margin-right: 5px;"></span> Commercial Zoning and Retail/Office Existing Uses</li> </ul> | <p><b>Parcels within Commercial Proximity Tier 1</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> 1</li> </ul> | <p><b>Commercial Buffers</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #add8e6; border: 1px solid black; margin-right: 5px;"></span> 0.250000</li> </ul> | <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Cluster Line</li> </ul> |
|--|---|--|--|





### Additional Residential Allowances on Agricultural and Estate Residential Land

Within the half-mile to 1-mile buffer the County could consider additional residential allowances on any rural/agricultural and estate lands, which may include affordable housing set-asides. This would also enable cottage neighborhood developments to occur, as cottage neighborhoods can currently be developed in urban residential land use areas. Based upon summarized parcel data, agricultural land makes up approximately 30% and 41% of total land within all buffered areas and the Urban Cluster Area, respectively. Residential Single-Family Estate makes up 22% and 24% of all land within buffered areas and the urban cluster line, respectively. In both the proximity buffers and the Urban Cluster at large these low density uses are most dominant comprising more than 50% of land. The table below further provides summary statistics of parcels within agricultural and single-family zoning districts by proximity tiers.

Zoning	Tier 1	Tier 2	Tier 3
Agricultural (A)	44.97%	11.57%	22.76%
Agriculture (A)	0.07%	0.00%	0.05%
Agriculture (AGR)	0.12%	0.00%	0.00%
Residential Single Family (R-1A)	27.31%	41.57%	28.28%
Residential Single Family (R-1AA)	2.91%	10.42%	15.34%
Residential Single Family (R-1B)	4.62%	4.66%	1.00%
Residential Single Family (R-1C)	5.93%	5.46%	2.32%
Residential Single Family Estate (RE)	6.28%	6.58%	7.51%
Residential Single Family Estate (RE-1)	7.52%	17.60%	20.97%
Single-Family Residential (RSF1)	0.07%	1.09%	0.10%
Single-Family Residential (RSF3)	0.00%	1.02%	1.67%
Single-Family Residential (RSF4)	0.20%	0.03%	0.00%
Total (acres)	4707.85	2212.44	4773.35

The distribution of agricultural and residentially zoned land by proximity tier gives further insight into the dormant development potential within the area is expected to be more urbanized. Although these zones are not immediately suitable for widespread rezoning, analyzing their distribution serves as an initial step in contemplating potential modifications.

### More Robust Cottage Neighborhood Allowances to Enable Small-Scale Multi-Family “Missing Middle Housing” Types

“Missing middle” housing types include small-scale multi-family residences, townhomes, and smaller cottage homes configured around a common space. They provide multiple units at a form and scale similar to typical detached single-family homes, which facilitates a greater supply of units with relative affordability due to their smaller unit size.

Enabling these housing types is distinct from simply zoning more land for larger scale multi-family zoning; creating a zoning district focused on these housing types is useful to be able to regulate the form and scale to no more than that comparable to a single-family detached home while still allowing multi-unit buildings, which generally requires higher density allowances.



Additionally, these housing types can provide a starting point to transition from more suburban areas to a more urban style of development with additional housing options and walkability. For example, the Congress for the New Urbanism has highlighted how cottages as part of a “cottage court” missing middle housing type have been used in Gainesville to provide an additional housing option within walking distance of a grocery store and coffee shop.<sup>5</sup>

In this vein, Alachua County took a constructive step in 2018 to further enable this type of housing by adopting Cottage Neighborhood regulations that allowed additional duplex and triplex housing types and additional density allowances by right. In March of 2023, the Board of County Commissioners scaled these allowances back due to neighborhood compatibility concerns. Amendments included, but were not limited to, allowing only detached units, increasing the minimum lot sizes to 2 acres from 1 acre unless otherwise approved by the Board via special exception, and requiring the development be on an un-platted lot unless otherwise approved by the Board via special exception.

The County can reinstate the original Cottage Neighborhood regulations in a more geographically focused way, such as enabling them near non-residential development that may provide job opportunities, as well as needed goods and services. For example, within the half-mile to 1-mile buffer, the County could allow a more robust cottage neighborhood district to permit missing middle housing types up to a triplex. One consideration for restoring the original CN regulations would include a review as to differences between the original and modified regulations, one of which being the minimum lot sizes. A review of parcels within proximity tiers 1-3 indicates that of parcels reviewed with a “Vacant Residential” property use description and an underlying agricultural or single-family zoning sized 2 acres and below make about half as many acres as parcels making up the 2 acre and above threshold (575.4 maximum).

Acreage Thresholds by Property Use Category	Count of Parcels	Sum of Acres
<b>0.0001-1.0001</b>	<b>7813</b>	<b>2748.24</b>
Agricultural	3	2.26
Residential	7174	2557.16
Vacant Residential	636	188.82
<b>1.0001-2.0001</b>	<b>1215</b>	<b>1501.28</b>
Agricultural	2	2.63
Residential	1115	1368.2
Vacant Residential	98	130.45
<b>&gt;2.0001</b>	<b>782</b>	<b>5044.12</b>
Agricultural	75	1717.39
Residential	575	2682.02
Vacant Residential	132	644.71
<b>Grand Total</b>	<b>9810</b>	<b>9293.64</b>

Given that Property Use Categories may not accurately represent which parcels are vacant to the current day, the above table may be considered rough estimates. However, in these estimates there is a key

<sup>5</sup> Robert Steuteville, “Building ‘missing middle,’ first step to suburban retrofit” *Public Square*, The Congress for the New Urbanism, November 29, 2022, <https://www.cnu.org/publicsquare/2022/11/29/building-missing-middle-suburban-retrofit>.



indication that parcels sized below one acre make up a large portion of vacant residential parcels, and the minimum lot size threshold may add a burdensome limit to which parcels can readily be developed under Cottage Neighborhood regulations.

#### Proximity buffers as a tool for community engagement

Adjustments to allowances and density can be a controversial topic within community planning, as seen with the recent need for the county to readjust implemented Cottage Neighborhood regulations. The above maps, rather than serving as the basis for immediate change, should be considered tools of communication that provide a foundation for the sensitive work of engaging the community around potential changes to the zoning code. Proximity buffers discussed can offer a common visual language for considering the future of urban design and residential development within a context that is predominantly low-density and agricultural uses and begin to demonstrate a vision which is beneficial for current and future property owners and community members alike.

#### 4. Removing Non-Residential Requirement for TNDs and TODs in Exchange for Affordable Housing

By reducing or removing the non-residential component requirement in transit-oriented developments (TODs) and traditional neighborhood developments (TNDs) in exchange for affordable units, the County can provide bonus density to these developments; in the case of a complete removal of these requirements, developers can get this bonus density without having to do a mixed-use project. As shown in Report 2, some of the recent TND developments had commercial square footage far below the maximum allowed.

Considerations for pursuing a non-residential requirement reduction or removal include ensuring that housing still has good access to non-residential uses that can serve daily needs and that the policy is structured to be favorable to both the community affordability goals and the developer project goals to promote this option's use and desired outcomes.

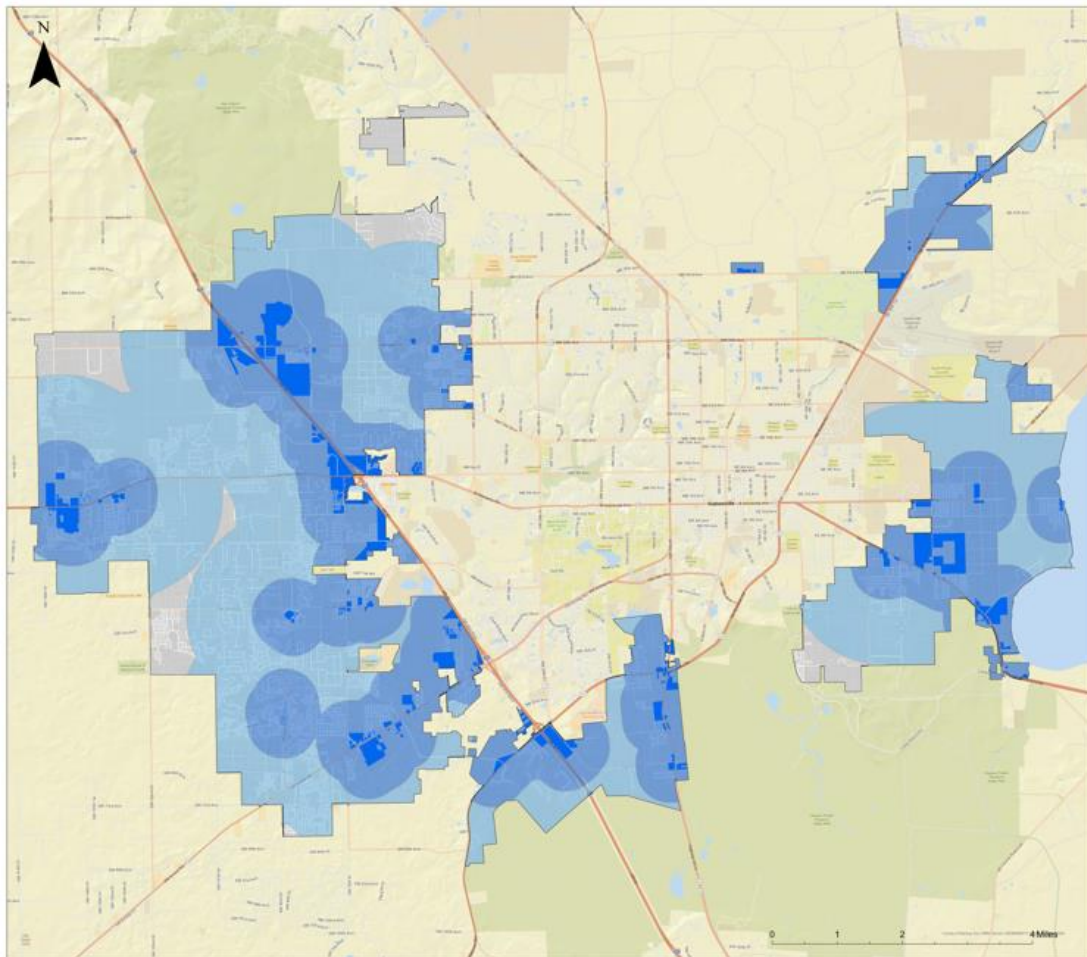
An initial consideration is ensuring access to non-residential uses. Map 5 shows the location of existing commercial land uses in the county, as well as lands zoned commercial that indicate the potential location of future commercial uses for land that does not already have commercial built on it. The map includes a half-mile buffer around these lands to illustrate a potential simplified measure of accessibility of surrounding land to these current and future commercial uses based on proximity and a typical walking distance. This measure can show where there may already be adequate access to commercial uses now or in the future and where additional commercial may still be needed through developments such as TNDs and TODs in the Urban Cluster area. This buffer technique could be further adjusted to account for additional factors, such as the estimated typical trade area radius of commercial establishments in the area. The County might consider a partial reduction of the non-residential component in exchange for affordable units for TODs and TNDs that are not already near existing or future commercial use, and a full reduction for developments that are.

Additionally, a basic consideration regarding policy structure of a partial reduction or complete removal is the amount of reduction of non-residential relative to the affordable unit set-aside requirement in terms of amount and depth of affordability (or other contribution to affordable housing such as an in-



lieu fee). The structure could be a standard policy applied to projects or negotiated on a case-by-case basis.

Map 5: Land Near Existing and Future Commercial Uses in Alachua County



### Legend

- 0.500000
- 0.500001 - 1.500000
- Commercial Zoning and Retail/Office Existing Uses
- Urban Cluster Line



Completing market analyses and pro formas for likely development scenarios to show outcomes from different non-residential reductions/removal and affordable housing set-aside options can help inform these components with either a standard or case-by-case approach. Consultation with local homebuilder and other stakeholders upfront in the process can provide additional input on an effective policy and checks on the analysis supporting the policy. This type of analysis will put a finer point on more generalized information on viable commercial development as part of a larger mixed-use development and viable set-aside requirements for both mixed-use and all-residential projects. It accounts for development costs, including the requirement to restrict rents on certain units, and revenues anticipated from the development.

For example, current minimum non-residential square footage calculations for TNDs and TODs are based on a flat requirement of 10,000 square feet plus an additional increment of square footage for each dwelling unit in the development. The New Urbanism Best Practice Guide indicates that the 10,000-square-foot base requirement corresponds with the lower end of the range of square footage associated with a “convenience center” general commercial typology that offers various goods and services geared towards daily needs and typically anchored by a small specialty food market or pharmacy.<sup>6</sup> This type of commercial center typically needs about 2,000 households to support it and has an average trade area extending up to a 1.5-mile radius. The guide also identifies a smaller typology of “corner store” commercial that typically ranges from 1,500 to 3,000 square feet, serving daily food, bread, and various other staples; this type is typically supported by 1,000 adjacent households, which can be reduced if the store is along a major thoroughfare and/or sells gas. Market analyses and development pro formas more tailored to the local context can help identify what types of commercial might be viable in the lower end of the square footage range, in conjunction with affordable unit set-asides for residential components.

A starting point is also provided here to consider how basic construction costs might compare between residential and non-residential development to inform an exchange of the latter for the former, keeping in mind that anticipated returns would ultimately need to be considered and with the residential development in question here, there would be an additional cost associated with the affordable housing set-aside. Looking at contractor cost estimates reported by applicants for permits from six recent TND projects (three included permits with residential cost estimates and three included permits with commercial cost estimates), the cost per square foot for residential units ranged from approximately \$55 to \$91. For commercial development, the cost per square foot range was broader, from \$40 to \$194. As a result, there may be some overlap in cost comparability, although commercial costs per square foot may tend to run higher than residential. With a case-by-case negotiation approach, specific construction costs can also be sourced from contractor, professional service, and land acquisition agreements, as well as lender term sheets, for the project in question.

## 5. Streamlining Approval Processes for Affordable Housing Development

### Policy Ideas

One of the policy ideas in Report 2 was for the County to consider streamlining public hearing, notice, and workshopping requirements for affordable housing developments as part of an inclusionary housing

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<sup>6</sup> Robert Steuteville, Phillip Langdon, and Special Contributors, *New Urbanism Best Practices Guide*, 4<sup>th</sup> ed. (Ithaca, New Urban News Publications, Inc., 2009), 79.



strategy. Section 402.44 of the County’s Land Development Code provides development thresholds at which BOCC consideration and action is required for the preliminary development plan. Both single-family and multi-family developments that are 25 units or more must adhere to the code’s preliminary plan consideration and action by the BOCC. Requiring public hearings to approve developments of this size can slow down the approval process of housing, generate unpredictability, and ultimately increase costs to an affordable housing developer.

### **1. Administratively approve affordable housing developments that meet certain criteria**

One option the County could consider is to administratively approve affordable housing developments that meet certain clearly stated criteria as an exception to the 25-unit threshold for BOCC consideration. By-right allowances that do not require a public hearing can provide predictability to the private sector, streamline the approval of new housing, and lessen the opportunity for NIMBY opposition to much-needed affordable housing developments. The County could also consider increasing the unit threshold that triggers a BOCC approval for developments that are certified as affordable.

For example, the County could pass a policy that states that developments that set aside at least 25% of its units as affordable housing to households at or below 80% AMI (or other percentage or income levels as decided by the County) can receive administrative approval of their proposal, and not need to go in front of the BOCC if they meet specified zoning requirements.

The specified zoning requirements that unlock administrative approval for projects that would otherwise require BOCC approval could include elements such as:

- Set percentage or number of affordable housing units
- Income limits
- Which zone districts are applicable
- Lot design regulations such as setbacks, parking, open space, buffering, and other site controls
- Other incentives such as density bonuses or lot design flexibility

To ensure that the public is still notified of proposed affordable housing developments, the County can still preserve its neighborhood workshop requirement at Section 402.12 and “front-load” the community engagement at that workshop level so there is less of a need for the public hearing at the BOCC level. The County could amend Section 401.20 of the Land Development Code to add this authority for development review departments and their powers.

### **2. Consider administrative approval for certain defined variances**

Alternatively, the County could consider administrative approval for certain defined variances related to an affordable housing development. The **City of Hialeah** is a good model for this type of policy as they employ an “administrative variance committee” with the authority to review “limited nonuse variances which have no relation to change of use of property and which relating relate only to matters concerning setback requirements, landscaping requirements, sign regulations, floor area requirements, yard requirements, lot coverage, height, width and length limitations for structures of or buildings and spacing requirements between principal and accessory buildings” for developments certified as affordable. This expedited approval process, as well as other expedited procedures for affordable



housing is found at Sec. 1-2 of Hialeah’s Land Development Code. Alachua County could consider a similar expedited review process for variances, rezonings, or similar types of approvals for affordable housing developments.

### 3. **Designate an ombudsman to shepherd affordable housing applications through the development process**

The County could help streamline the approval process of affordable housing developments by designating a position or department responsible for coordinating an expedited and efficient application review. An affordable housing ombudsman could give the County the opportunity to work closely with an applicant on their proposal and offer additional support as necessary. The ombudsman position could be the county administrator or their designee, staff within Growth Management, or other relevant department. This position would coordinate with all the government agencies responsible for review to ensure quick processing and could also assist the applicant with any required neighborhood workshops or any deficiencies in the application.

The **City of Fort Lauderdale** at Section 9-344 of its code includes the following benefits as part of its expedited review for affordable housing program: 1) Identify zoning regulations applicable to the proposed development; 2) Oversight of the development will be conducted from application to certificate of occupancy; 3) Referral to the appropriate Broward County government and Broward County school board affordable housing expeditors who have jurisdiction over proposed developments in the city; 4) Assist the applicant with any incomplete portions of the development application; (5) Identify resources which may assist the applicant in meeting the requirement for development permit approval. This section of Fort Lauderdale’s code also identifies as position in the sustainable development department as the expeditor responsible for shepherding projects through the approval process.

The **City of Orlando** also has a housing expeditor position that helps move affordable housing proposals through the development process. The housing expeditor works to resolve issues between the applicant and Permitting Services Division as they arise.

#### Examples

**Charlotte County.** Section 3-9-5.4 of Charlotte County’s Code of Ordinances provides an expedited permitting process for affordable housing development. The expedited permitting process for Certified Affordable Housing Developments (“AHD”) is overseen by a review committee composed of representatives from the community development department, public works, fire rescue/EMS, fire prevention, Charlotte County Utilities, and any other department(s) designated by the county administrator. An AHD is a development that dedicates at least 25 percent of its units as affordable to low or very-low income households. The county administrator serves as the ombudsman between the applicant and the Charlotte County review agencies and coordinates an expedited review process that gives AHDs “priority in the review of zoning and building permit applications.” This section of the County’s code provides specific timeframes and procedures that govern AHDs.

**Pinellas County.** Section 138-3211 of Pinellas County’s Land Development Code provides incentives for Affordable Housing Developments (AHDs). One of the incentives provides that the county administrator or designee may allow for an expedited review process as long as all public notice requirements are met.



This incentive allows the applicant of an AHD to go through the site plan review process concurrently to any required Type 2 review – a process that expedites the review of the AHD.

**Pasco County.** It is the policy of Pasco County to expedite the review of applications for affordable housing projects, LEEDs projects and projects approved by the Pasco Economic Development Council as targeted industry projects. In all cases, every effort will be made to expedite those projects using a shared, agreed upon time frame where the responsibilities and time frames for both the County and applicant are mutually agreed upon.

New developments (creating new facilities, infrastructure, parks and landscaping etc. ) and Multifamily developments that are certified as affordable by the SHIP Administrator are scheduled for a Pre-Application Meeting with Planning and Development where a County Review Team provides technical assistance prior to submittal of the development application. Once the development application is submitted, the expedited review process begins. Projects go through site review ensuring adequate parking, parks, storm water retention, etc., are in compliance with the Land Development Code. The expedited review times are 21 days (normally several months) for the first round, when application is reviewed, and comments are provided) and 14 days for the second round (final review). Then the application will go through the permitting expedited process.

Single family permit applications that are certified as affordable by the SHIP Administrator receive an "Expedited Permitting Form" that alerts the permitting staff to the expedited review status. The processing time for single family permitting is reduced from 21 days to approximately 10 days.

## 6. City-County Collaboration on Affordable Housing Policy

Affordable housing policy at the local level can often benefit from interlocal partnerships between cities and counties that are in close proximity or share common boundaries. There are multiple examples throughout Florida of local governments working in tandem to effectively produce housing policies and guidance that unlock new opportunities for increased housing affordability and availability. While the mechanics of these partnerships may vary, it demonstrates that there is not a “one size fits all” approach for fostering these collaborative local efforts, and that there is ample opportunity to pursue different strategies according to what the best fit is for a given community.

This section provides overviews of some noteworthy interlocal partnerships in Florida that have led to the successful implementation of impactful housing policies and programs. The local government partnerships detailed below provide examples of the following interlocal approaches for Alachua County to consider:

- Develop a shared strategic plan for affordable housing and community development with municipalities within Alachua County that defines shared goals and cross-jurisdictional issues. Provide timelines for short and long-term action items.
- Encourage local government staffs throughout Alachua County to share data and concepts to consider potential interlocal initiatives.
- Explore interlocal partnerships to implement new local housing programs that are responsive to community needs.





### Advantage Pinellas Housing Action Plan

Participating Local Governments: Pinellas County, City of Clearwater, City of Gulfport, City of Largo, City of Oldsmar, City of Pinellas Park, City of St. Petersburg, City of Treasure Island

Published in April 2023, the Advantage Pinellas Housing Action Plan provides a 25-year strategic plan for Pinellas County and participating local governments throughout the county to follow in pursuit of shared goals of improved mobility, economic opportunity, and housing affordability. While the Action Plan prescribes short and long-term actions for members and partners to follow, it also maintains that all participating local governments retain decision-making authority over key areas such as funding, staff, and land use. Members may also individually withdraw participation at any time upon 30 days' written notice.

The Action Plan provides guidance for the following policy goal areas that were agreed upon by participating members while also providing timeframes and guidelines for local implementation:

1. Corridor Planning
2. Healthy Communities
3. Opportunities for All
4. Resiliency
5. Housing Choice
6. Community Stakeholders
7. Implementation Framework
8. Shared Approach
9. Communications and Outreach
10. Data and Resources
11. Regulatory Toolkit

Each of the policy goal areas include action items, many of which are specific to housing. For example, one of the action items under Corridor Planning is to adopt comprehensive plan policy and land development code updates to incentivize affordable housing, missing middle housing, and mixed-use/transit-supportive development. Housing Choice features additional action items such as creating enhanced incentives for developments that are permanently affordable.

The Action Plan remains in the very early stages of implementation. It could be another 1-2 years until policies are in place for the earliest action items. However, the Advantage Pinellas partnership has already yielded positive results for its member communities with other recent efforts. The Countywide Affordable Housing Development Program, which uses revenue from a voter-approved 1-percent sales tax to preserve and develop affordable housing, has provided \$33.9 million to fund 370 affordable units and 65 workforce units. An additional \$80 million has been committed for the next decade.

### Regional Affordable Housing Initiative

Participating local governments: City of Orlando, Orange County, Seminole County, Osceola County



The Regional Affordable Housing Initiative is the result of a two-year collaboration between the City of Orlando, Orange County, Seminole County, and Osceola County to examine and address a jointly acknowledged housing shortage in their region. The initial effort began with a summit in 2016 that featured speakers including elected officials, housing industry professionals, and representatives from housing interest groups. This dialogue proved to be highly beneficial as it established key areas of consideration that were shared by participating members such as locations of housing market efficiencies, innovative housing types to explore, and how a shared strategy across jurisdictions could effectively address the observed housing deficiencies in the communities. The takeaways from the summit provided direction for local government officials and staff to guide data collection and research as shared goals were identified.

With a clear and unified direction amongst members, local government staff were able to hit the ground running with consistent actions to further explore the identified areas of interest and consider potential solutions. In the eighteen months following the initial summit, local government staff consulted with stakeholders, held weekly meetings, and conducted public workshops. As information and public input was gathered, the members and staff were able to better gauge the pros and cons of policy options such as the establishment of community land trusts, linkage fees, and inclusionary housing requirements. Through this process, members identified the following priorities for continued data collection and policy research:

- The magnitude of the affordable housing problem, based on an informed analysis of the area's affordable housing demand and supply;
- An awareness of cross-jurisdictional issues resulting from a problem of such scale;
- The planning challenges and implications of identifying specific areas offering improved access and opportunity to targeted housing populations;
- The need to identify alternative housing types and designs at multiple price points, and better aligning housing needs with the targeted populations; and
- The benefits of initiating a shared jurisdictional approach tied to commonly developed strategies, incentives and policy options.

Upon the completion of coordinated research efforts by members and staff, the Initiative published an Executive Summary Report in 2018 to document findings and lay out a framework of affordable housing strategies for members to follow. The Report begins by recognizing not only the scope of the affordable housing shortages in the participating communities, but also that singular or localized solutions are likely to no longer be sufficient. At a high level, the Report analyzes challenges and trends before identifying common goals, frameworks for recommended strategies, and policy and fiscal tools that are available for members to utilize. The Report also provides an overview of interrelated issues throughout the member jurisdictions that impact housing policy such as population growth patterns, transit planning, employment, and wages across major industries.

The Report concludes by providing a framework that defines the regional mission, sets goals, and analyzes available regulatory tools to meet regional housing needs. Identified goals are to create new housing to increase supply, encourage diversification of housing types and energy-efficiency, preserve existing affordable housing stock, promote social and economic integration, and improve financial



literacy and education of future home renters and buyers. Pursuant to each of these goals, the Report describes strategies, regulatory tools, funding sources, partnership opportunities, and additional resources that are available for members to utilize for their communities.

The benefit of the Initiative’s methodology and the Report’s presentation of information is that it paints a complete picture of relevant trends and factors that enable readers who may not be housing experts to understand why certain policies are recommended by the Initiative. The Report, a product of the Regional Affordable Housing Initiative, continues to serve as a cohesive roadmap and toolbox of policy solutions for members to follow to add quality affordable housing stock and better meet the needs of their growing communities.

### [Infill Affordable Housing Program](#)

Participating local governments: Escambia County, City of Pensacola, Pensacola Habitat for Humanity

The Infill Affordable Housing Program provides a relevant example of a city/county partnership to create an entirely new affordable housing funding program. Initially announced in 2020 but delayed until 2022 due to the pandemic, the Infill Affordable Housing Program was developed in conjunction by Escambia County, the City of Pensacola, and Pensacola Habitat for Humanity. The Infill Affordable Housing Program utilizes the concepts of urban infill and homeownership downpayment assistance by strategically targeting smaller parcels of publicly owned land for workforce single-family development (at or below 80% AMI).

In practice, the Escambia County Neighborhood and Human Services Department oversees many of the administrative functions of the Program, providing services such as educational public workshops for interested applicants and processing applications. The publicly owned parcels of land are sourced from both the City of Pensacola and Escambia County, and the Pensacola Habitat for Humanity’s primary role is to provide support for the Program’s initial implementation by overseeing the first construction sites. The Program has seen steady successful outcomes, with a stated goal of constructing 100 new single-family workforce homes within the first four years of implementation. There are also hopes for increased production in the near future due to policy options made available by the Live Local Act.

### [Sarasota Blueprint for Workforce Housing](#)

Participating local governments: Sarasota County, City of Sarasota

Sarasota County and the City of Sarasota have made notable strides in coordinating shared affordable housing policy strategies. Prior to 2018, staff from both local governments had acknowledged housing needs in their communities and had been working to identify policies that would fit their local needs. Specifically, the City and County were seeking to identify policies that would encourage workforce housing development near employment centers. To create a cohesive land use planning and financing framework/blueprint in pursuit their shared goal, the City and County contracted with the Florida Housing Coalition to develop a joint Action Plan for elected officials and local government staffs to follow.



Building on the work that had been done by City and County staff, the Coalition assisted by analyzing their policy strategies and related data to make the following recommendations that would serve as the Blueprint for Workforce Housing:

1. Encourage More Flexibility in Housing Types to Promote Infill Development
2. Allow Accessory Dwelling Units in All Single-Family Zones
3. Increase Sadowski Funding and Augment with Locally Generated Funds
4. Repurpose Vacant Commercial, Retail, and Industrial Properties for Affordable Housing
5. Adopt a Surplus Lands Policy that Maximizes the Use of Surplus Lands for Affordable Housing
6. Implement Inclusionary Housing Policy/Workforce Housing Overlay Districts
7. Reinvigorate, Reconstitute, or Otherwise Support a Community Land Trust
8. Use a Complement of Code Enforcement and Rehabilitation to Turn Dilapidated & Abandoned Housing into Workforce Housing
9. Provide NIMBY/Fair Housing Training to Governmental Staff
10. Collaborate with the School Board and other Large Employers
11. Develop an Employer-Assisted Housing Program
12. Create an Affordable Housing Ombudsman Position within the Office of Housing and Community Development

The City and County have since made great progress in implementing these goals. Notably, both the City and County have adopted ordinances to allow for expanded use of ADUs. In 2019, Sarasota County voted to allow ADUs in certain residential districts. The City of Sarasota then passed an ordinance in 2021 to allow for ADUs in all single-family zones, enabling homeowners citywide to add a living space of up to 650 square feet regardless of any existing neighborhood deed restrictions. The City has also made amendments to their Comprehensive Plan to implement a workforce housing overlay district, dubbed a “Missing Middle” overlay district. These are high-impact local housing policy changes that may normally be difficult to implement if not for both the City and County having common goals with the foresight to work together to establish their Blueprint. Opportunities for further collaboration and partnership between the local governments remain, as both the City and County are continuing to publicly support and explore housing policy solutions.



# **Z24-000011: County-Initiated Text Amendment to Alachua County Comprehensive Plan – Inclusionary Housing**

**Local Planning Agency Public Hearing  
November 20, 2024**

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# Background – Inclusionary Housing

- December 2022 – Board of County Commissioners (BoCC) directed staff to work with Florida Housing Coalition (FHC) to conduct an Inclusionary Feasibility Housing Study for Alachua County.
- August 2023 – Study Reports 1 & 2 presented to Alachua County Affordable Housing Advisory Committee (AHAC).
- September 19, 2023 - Study Reports 1 and 2 presented to BoCC.
- March 5, 2024 – Study final recommendations presented to BoCC, and direction for staff to follow up on several items.
- The proposed Comprehensive Plan amendment is a first step in follow-up on the Study recommendations.



# What is Inclusionary Housing?

- Land use policy intended to require or incentivize private developers to include affordable units as part of new development.
- Inclusionary housing policies typically specify:
  - Percentage of the total residential units within a development that must be affordable.
  - Target income levels for affordability.
  - Number of years that units must remain affordable.
- Promotes more even geographic distribution of affordable housing throughout the community.

# Statutory Requirements for Inclusionary Housing

Sec. 125.01055, Florida Statutes:

- **Inclusionary housing ordinance may *require developer to:***
  - Provide a specified number or percentage of affordable units within a development, or
  - Contribute to a housing fund or alternative in lieu of building the affordable housing units
- **In exchange, a *County must:***
  - Provide incentives to fully offset all costs to developer of its affordable housing contribution
- **Incentives may include:**
  - Density or intensity bonuses
  - Reducing or waiving application fees or reduced process requirements
  - Granting other incentives



# Affordable Housing Need in Alachua County

*From Florida Housing Coalition Inclusionary Housing Study*

- Home prices increased twice as fast as area median income from 2016 to 2021
- "Dramatic" need for rental housing supply in unincorporated area, with particular need for rental units at or below 60% AMI
- For homeownership, the greatest need is at or below 80% AMI
- Predominant housing types do not align with household needs
  - Abundant supply of single-family 3+ bedroom homes
  - Lack of supply for single-person and smaller households (townhomes, duplex, triplex)

# Proposed Comprehensive Plan Amendments

## Future Land Use Element

1. TOD/TND – enable substitution of a portion of required non-residential floor area with affordable residential units.
2. Requirement to provide affordable units as part of proposed land use changes to increase residential density.
3. Requirement to provide affordable units as part of proposed expansions of the Urban Cluster

*TOD = Transit Oriented Development*

*TND = Traditional Neighborhood Development*

# Traditional Neighborhood Development – Current Policy

- Development type that requires a mix of both residential and non-residential uses, compact design, and interconnected network of narrow streets to promote bicycle and pedestrian circulation.
- Permitted in Urban Residential Areas within Urban Cluster.
- Requires 10,000 square feet non-residential base, plus minimum 50 sf and maximum 250 sf per residential unit.



# Proposed Policy Changes – TND

- Allow for substitution of *minimum required* non-residential floor area in exchange for affordable residential units.
  - Substitution rates to be provided in ULDC will allow greater non-residential reduction per unit by providing greater depth of affordability and allow for development of affordable units within unbuilt non-residential phases of existing TNDs that are otherwise substantially built out.
  - Affordable units would not be counted toward maximum allowable residential density or included in calculation of required non-residential floor area.
  - Non-residential could not be reduced below 10,000 sf for the TND
- Allow up to 4 units per acre density bonus if at least 20% of those bonus units are affordable. Bonus units would not be included in calculation of required non-residential floor area.
- Affordability standard is maximum 80% AMI for 30 years.

# Proposed Comprehensive Plan Amendments – TND

Possible substitution rates to be considered in land development regulations:

- 500 square feet (sf) per each unit provided at  $\leq 80\%$  and  $> 50\%$  AMI
- 1,000 sf per each unit provided at  $\leq 50\%$  and  $> 30\%$  AMI
- 1,500 sf per each unit provided at  $\leq 30\%$  AMI

## Example TND with 200 residential units on 25 acres

Required non-residential floor area = 20,000 sf minimum to 60,000 sf maximum

### Substitution of minimum required non-residential with affordable units

- Providing 20 affordable units at 80% AMI reduces minimum required non-residential to 10,000 sf
- Providing 10 affordable units at 50% AMI reduces minimum required non-residential to 10,000 sf
- Different combinations could be utilized

### Bonus Density Option

- Up to an additional 4 residential units per acre on 25 acres (100 bonus units) if 20% of the total bonus units (20) are affordable at 80% AMI.

# Transit Oriented Development (TOD) - Current Policy

- Transit Oriented Development (TOD) is a development type that requires a mix of residential and non-residential uses with density and intensity needed to support transit, with requirement to provide express transit service.
- Compact design with interconnected network of narrow streets to promote bicycle and pedestrian circulation.
- Permitted within Urban Residential areas and Activity Centers within Urban Cluster.



*Celebration Pointe TOD*

- Requires 10,000 sf non-residential base, plus min. 100 square feet and max. 500 square feet per residential unit.

# Proposed Policy Changes – TOD

- Allow for substitution of *minimum required* non-residential floor area in exchange for affordable residential units.
  - Substitution rates to be provided in ULDC will allow greater non-residential reduction per unit by providing greater depth of affordability and allow for development of affordable units within unbuilt non-residential phases of existing TODs that are otherwise substantially built out.
  - Affordable units would not be counted toward maximum allowable residential density or included in calculation of required non-residential floor area.
  - Non-residential uses could not be reduced below 10,000 sf plus 50 sf per residential unit.
- Allow up to 4 units per acre density bonus for TOD if at least 20% of those bonus units are affordable. Bonus units would not be included in calculation of required non-residential floor area for TOD.
- Affordability standard is maximum 80% AMI for 30 years.

# Proposed Comprehensive Plan Amendments – TOD

Possible substitution rates to be provided in land development regulations:

- 500 square feet (sf) for each unit provided at  $\leq 80\%$  and  $> 50\%$  AMI
- 1,000 sf for each unit provided at  $\leq 50\%$  and  $> 30\%$  AMI
- 1,500 sf for each unit provided at  $\leq 30\%$  AMI

## Example TOD with 800 residential units on 50 acres

Required non-residential floor area = 90,000 sf minimum to 410,000 sf maximum

### Substitution of minimum required non-residential with affordable units

- Providing 80 affordable units at 80% AMI reduces minimum required non-residential to 50,000 sf
- Providing 40 affordable units at 50% AMI reduces minimum required non-residential to 50,000 sf
- Different combinations could be utilized

### Bonus Density Option

- Up to an additional 4 residential units per acre on 50 acres (200 bonus units) if 20% of the total bonus units (40) are affordable at 80% AMI.



# Proposed Comprehensive Plan Amendments

- **Proposed future land use map change applications** to increase allowable residential density must include a commitment to provide affordable housing.
- 10% of the *increase* in the number of residential units (calculated as difference between potential maximum number of units allowable on property based on proposed and current future land use categories) required to be designated as affordable to households with income at or below 80% AMI for 30 years.

**Example: Proposed future land use map change from Low Density Residential (max. 4 units per acre) to Medium Density Residential (max. 8 units per acre) for 20-acre property**

Maximum residential units current: 20 acres at 4 units per acre = 80 units

Maximum residential units proposed: 20 acres at 8 units per acre = 160 units

Increase in maximum number of units resulting from proposed change = 80 units

Required number of affordable units = 8 (based on 10% of increase)

# Proposed Comprehensive Plan Amendments

- **Proposed Urban Cluster expansion applications** must include a commitment to provide affordable housing.
- 25% of the *increase* in the number of residential units (calculated as difference between potential maximum number of units allowable on property based on proposed and current future land use categories) required to be designated as affordable to households with income at or below 80% AMI for 30 years.

**Example: Proposed future land use map change from Rural/Agriculture outside Urban Cluster (max. 1 unit per 5 acres) to Low Density Residential within Urban Cluster (max. 4 units per acre) for 100-acre property**

Maximum residential units current: 100 acres at 1 unit per 5 acres = 20 units

Maximum residential units proposed: 100 acres at 4 units per acre = 400 units

Increase in maximum number of units resulting from proposed change = 380 units

Required number of affordable units = 95 (based on 25% of increase)

# Proposed Comprehensive Plan Amendments

## Housing Element

- Expands target income levels for land use regulatory incentives to promote the development of new affordable housing to include household incomes up to 80% Area Median Income (AMI). Current policy targets “very low” (50% AMI), and “extremely low” (30% AMI) income levels.
- Adds impact fee and mobility fee assistance among potential incentives that the County could consider for the development of affordable housing. Changes to the County’s impact fee and mobility fee ordinances would be necessary to implement this incentive.
- Adds policy to recognize additional density bonuses offered by the County for developments proposed under Florida’s Live Local Act.
- Establishes a definition of Inclusionary Housing

# Proposed Definition of Inclusionary Housing

- **Inclusionary Housing:** Inclusionary Housing (also referred to as “Inclusionary Zoning”) refers to a public policy that requires or incentivizes developers to designate a certain percentage of housing units within new development or redevelopment as affordable to households of specified income levels. Inclusionary Housing policies typically identify a percentage of the total housing units within a development that are required or incentivized to be affordable, target income levels for affordability, and a number of years that those units must remain affordable. Inclusionary Housing is intended to promote the geographic dispersion of affordable housing units throughout the community and encourage a mix of affordable and market rate housing within new development or redevelopment.

# Affordable Housing Advisory Committee (AHAC) Recommendation

AHAC reviewed the policy changes on September 18, 2024, and recommended moving forward with the proposed Comprehensive Plan amendments with the following specific revisions\*:

- Implement tiered substitution rates for TOD and TND which allow greater non-residential reduction per unit by providing greater depth of affordability.
- Increase inclusionary housing percentage for Urban Cluster expansions to 25% of the increase in the maximum number of residential units realized through the expansion (initial proposal was 10%)

*\* These AHAC recommendations have been included in the proposed amendment.*

# Staff Recommendation for Planning Commission

Recommend that the Board of County Commissioners approve transmittal of Comprehensive Plan Amendment Z24-000011 to the state land planning agency and other agencies for expedited state review pursuant to Sec. 163.3184, Florida Statutes.

# Questions and Discussion

Alachua County Advisory Boards  
**Annual Workplan/Accomplishments Report**  
**FY2023-2024**

Date: **November 20, 2024**

Board/Committee Name: **Alachua County Local Planning Agency/Planning Commission**

Chairman: **Raymond Walsh**

Staff Support: Patricia McAllister, Staff Assistant (Growth Management)

Board Liaison: Chris Dawson, Principal Planner (Growth Management)

Brief History of Committee: The Commission was established to advise the Board of County Commissioners regarding all matters related to land use and zoning. The Planning Commission determines whether items to be heard by the Board are consistent with the Alachua County Comprehensive Plan and the Unified Land Development Code.

Major Accomplishments in FY2023-2024:

The Planning Commission held 7 regular public hearings to review and make recommendations on the following zoning and land use applications:

Special Exceptions – 2  
Special Use Permits – 2  
Comprehensive Plan Amendments – 3  
Total – 7 items

Goals & Objectives for FY2024-2025:

In the coming year, the Planning Commission will undertake the following:

- Regular Meetings: 12 meetings are scheduled.
- Workshops: as needed.
- As part of the upcoming Evaluation and Appraisal of the County's Comprehensive Plan, the Planning Commission will provide recommendations to the County Commission about potential topics for update, and review and provide recommendation for any resulting comprehensive plan amendments.