



Policy Review of TND and TOD's

April 2, 2024

Jeff Hays, Growth Management Director

Alison Moss, Transportation Planning Manager

Christine Berish, Development Review Manager



Overview

History & Purpose – Jeff Hays

- Mobility Plan
- Land Use & Fiscal Efficiency
- Regional Transit Systems (RTS) – Planning & Ridership

Network and Bike/Pedestrian Planning – Alison Moss

- Network: Do all roads have to lead to State Roads?
- Bike/ped safety in TND Design



Overview - How are we doing?

Outline of Issues - Christine Berish

1. Timing of block construction for all buildings
2. Timing of block construction for auto oriented uses
3. Complex phasing requirements
4. Multi-use pathways and extended blocks
5. Civic Spaces



History & Purpose

- Current TND/TOD Comprehensive Plan Policies and Code originally adopted in 2010/2011 in County's Mobility Plan.
- Plan award American Planning Association Award for Excellence 2011 and 1,000 Friends of Florida Better Community Award 2012.



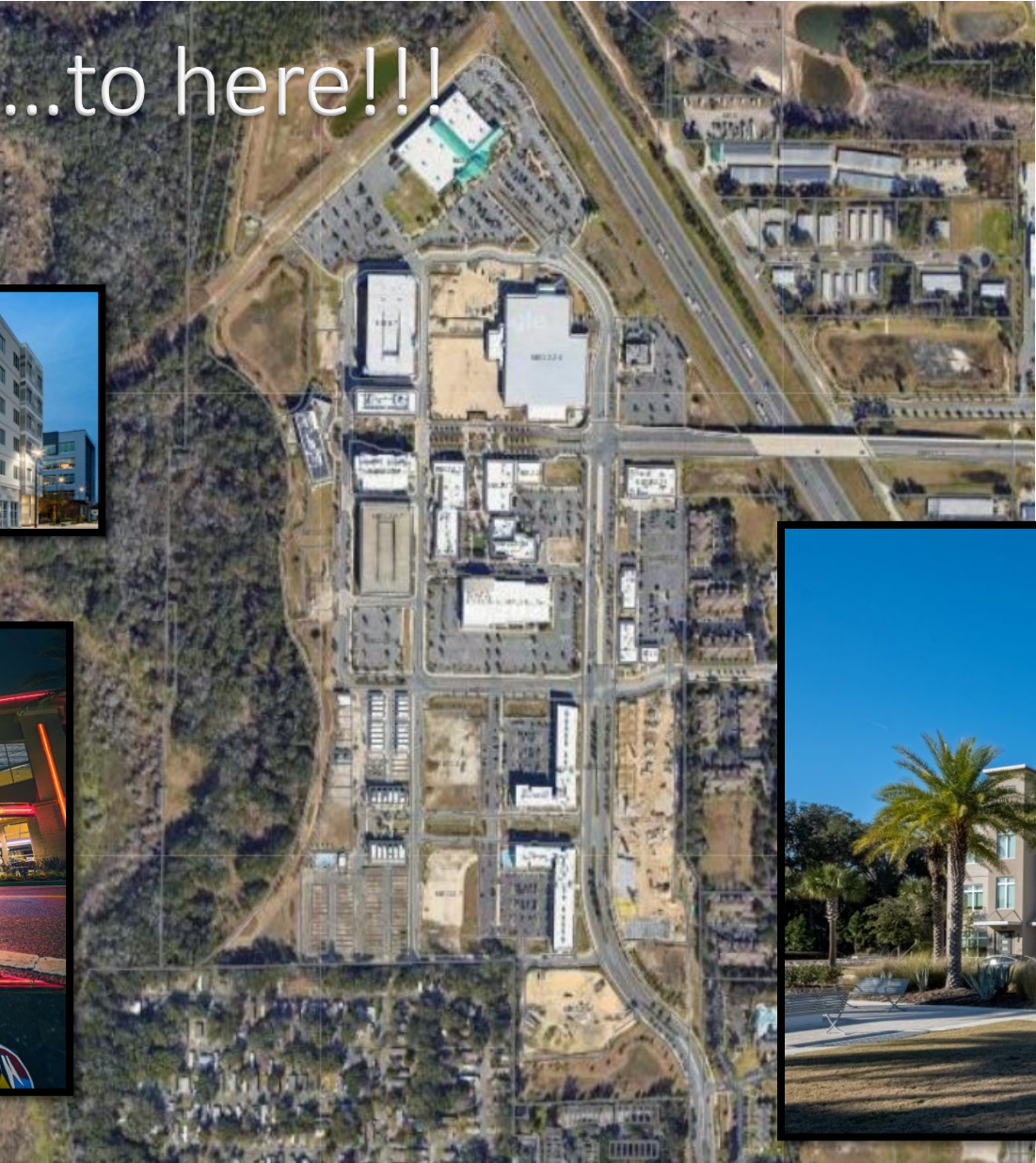
History & Purpose

How do we get from here...



History & Purpose

...to here!!!



LAND USE



- Transit Oriented Development
- Traditional Neighborhood Development
- Streamlined Approvals

TRANSPORTATION



- Multi-Modal
- Roadway Connections
- Express and Premium Transit
- Bicycle & Pedestrian

FUNDING



- Multi-Modal Transportation Mitigation
- Tax Increment Financing
- Local Match for Federal and State Grants

Alachua County Mobility Plan



Land Use and Fiscal Efficiency

Just Value Per Acre



Land Use and Fiscal Efficiency

Development	Haile Plantation	Celebration Pointe
Acres	1,628	154 (w/out CMA) 246.99 (w/CMA)
Miles of Road	37	3
Linear ft. of road/Unit	72.73	7.04
Residential Units	2,686	2,500
Residential Density	1.65 DU / ACRE	16 DU / ACRE (Net) 10 DU/ACRE (w/CMA)
Non-Residential	280,000	1,500,000
Non-Residential Density Intensity	104 SF / DU	600 SF / DU
Hotels	0	2 hotels/265 units



Land Use and Fiscal Efficiency

Low Density: 2012-2035 resulted in \$-195,910 deficit after TID is funded

Table 6. Cumulative Fiscal Impact for Southwest TID using Single-family Development Scenario, 2012-2035

	<u>Total</u>
Total Operating Revenue	\$16,323,567
Total Contribution to TID	\$2,276,060
Operating Revenue for General Use	\$14,047,507
Total Operating Cost	\$14,243,218
Net Operating Impact	-\$195,910

Based on 600 units consistent with underlying land use



Land Use and Fiscal Efficiency

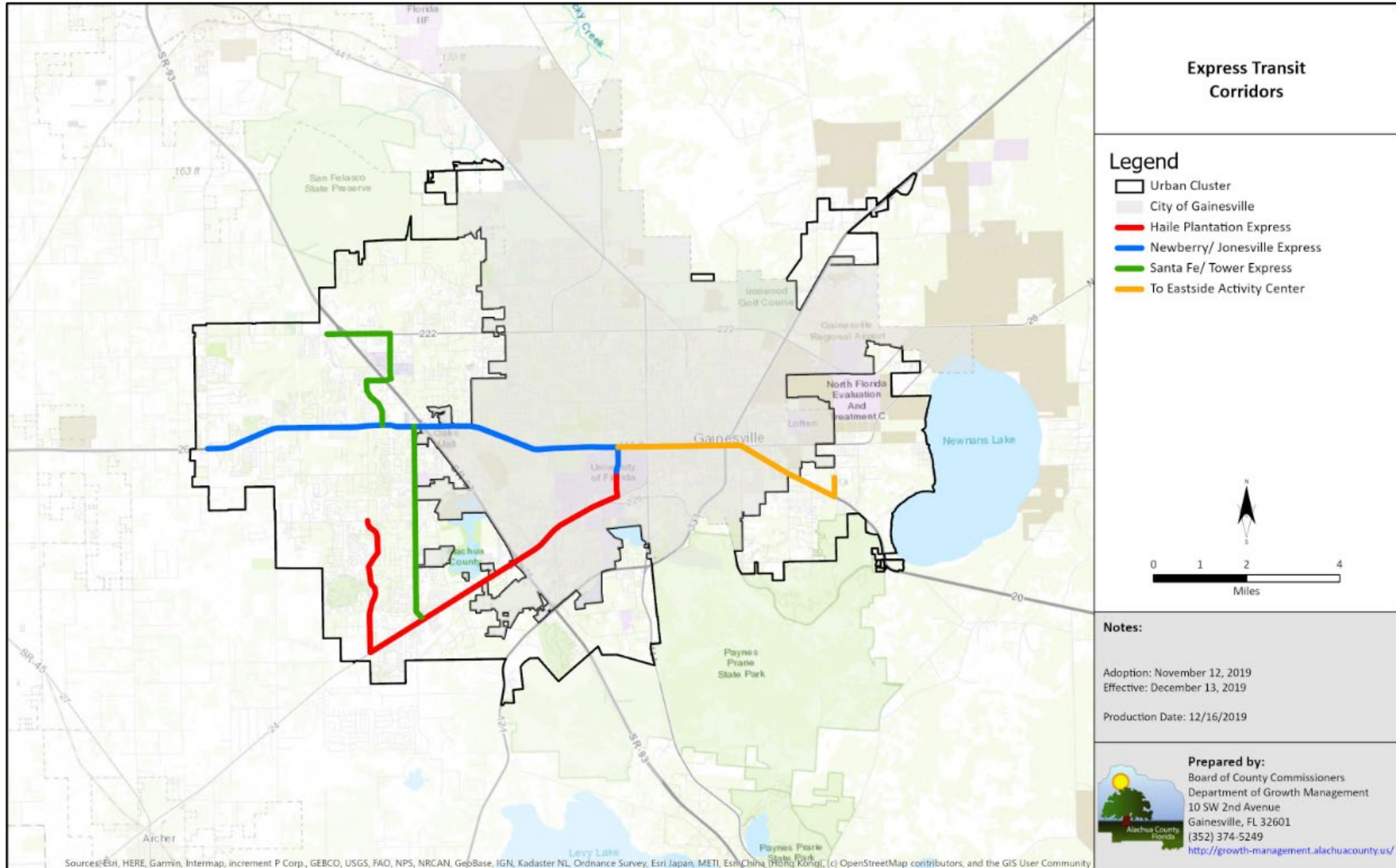
- TOD: 2012-2035 resulted in \$33.7 million surplus after TID is funded

Table 4. Cumulative Fiscal Impacts for Southwest TID as proposed (30%-25% Tax Increment), 2012-2035

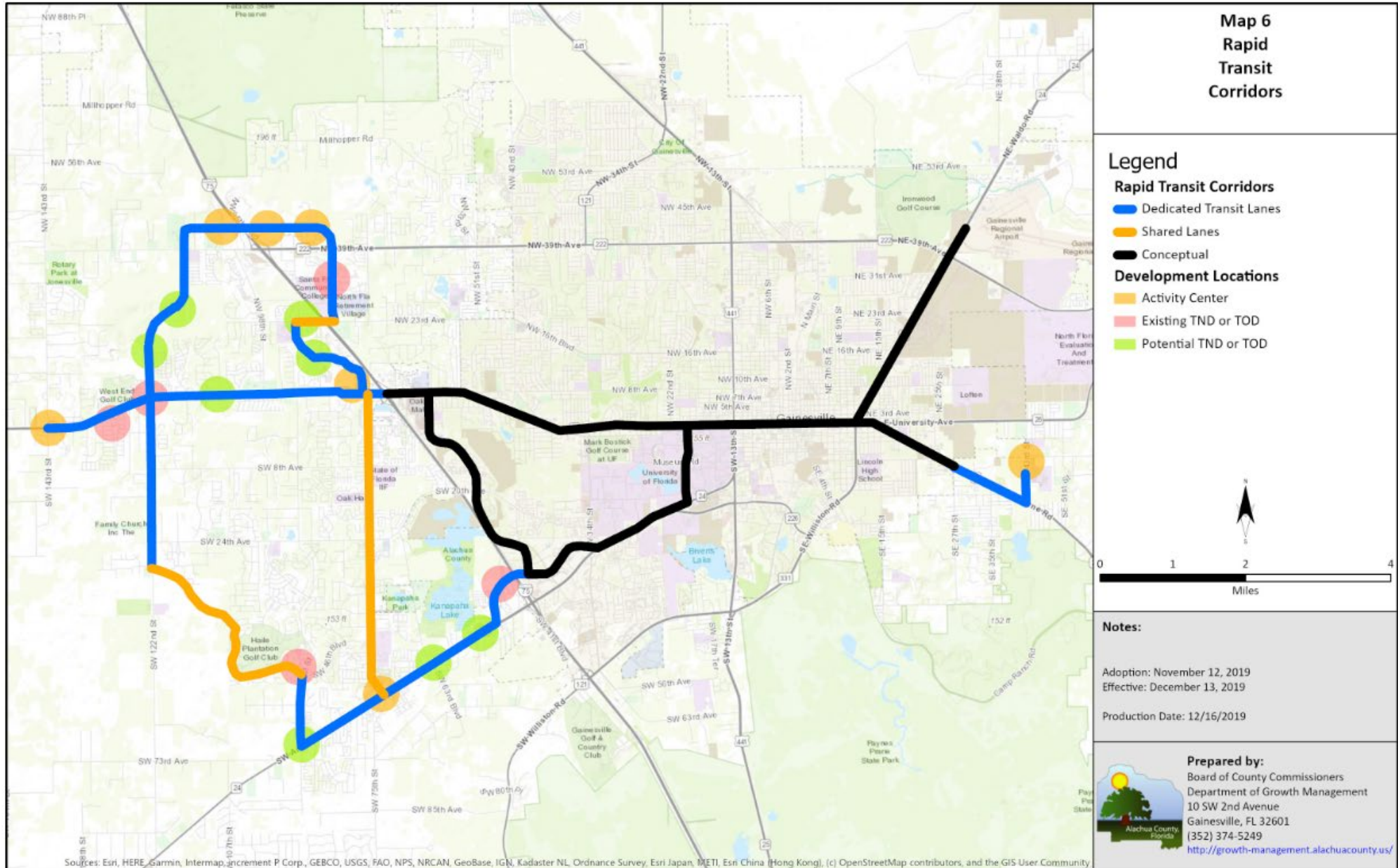
	Total
Total Operating Revenue	\$120,524,518
Total Contribution to TID	\$16,533,667
Operating Revenue for General Use	\$103,990,851
Total Operating Cost	\$70,252,739
Net Operating Impact	\$33,738,112



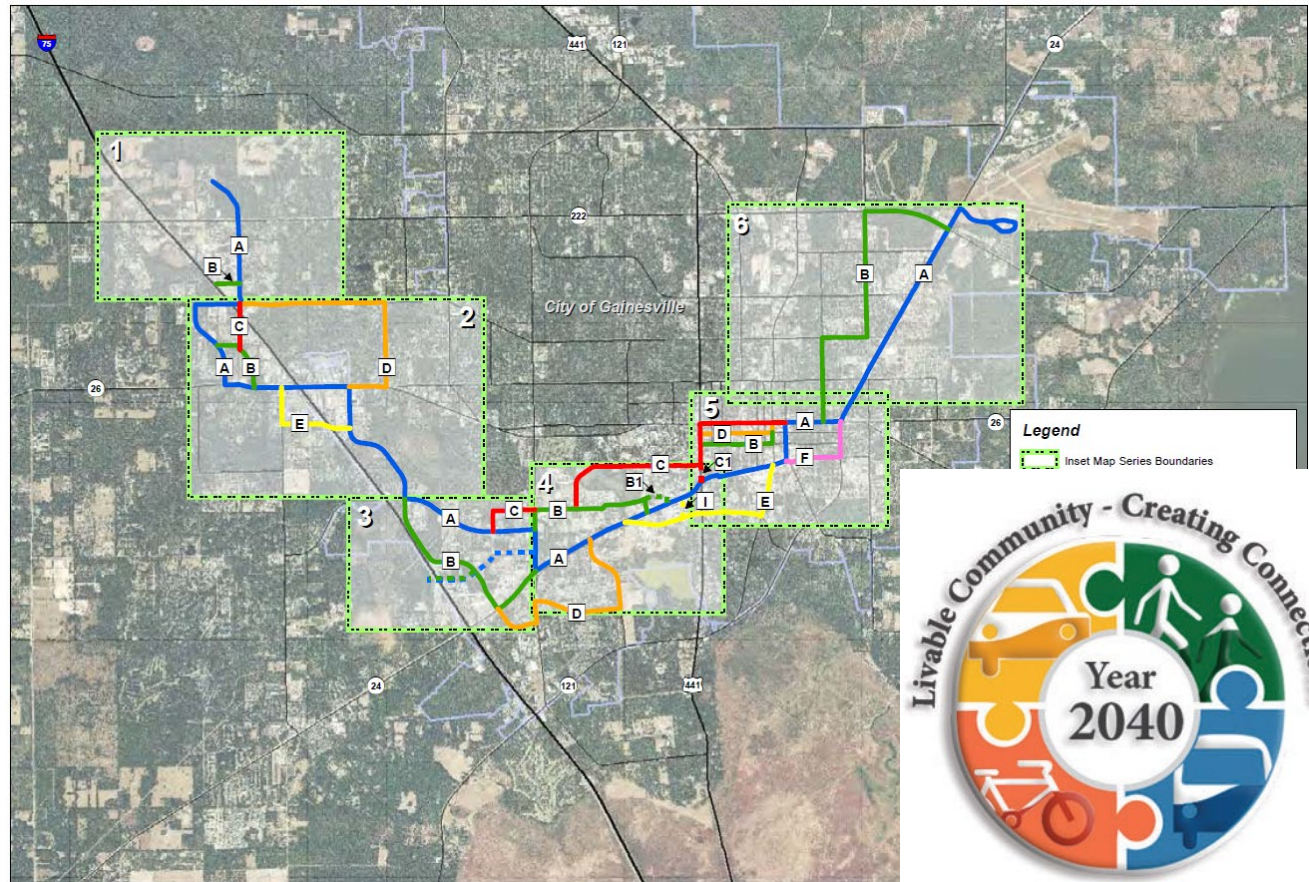
Regional Transit Planning



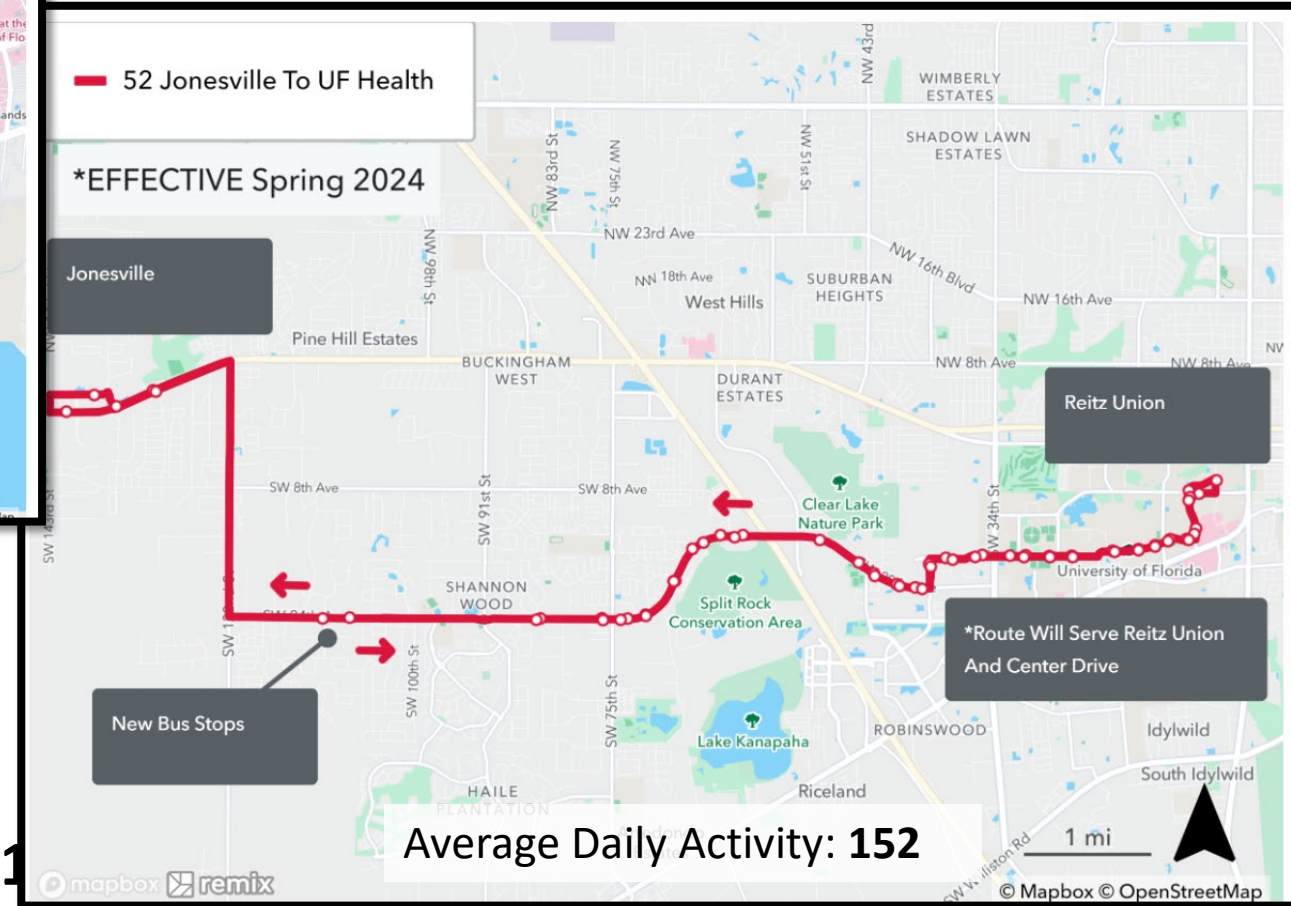
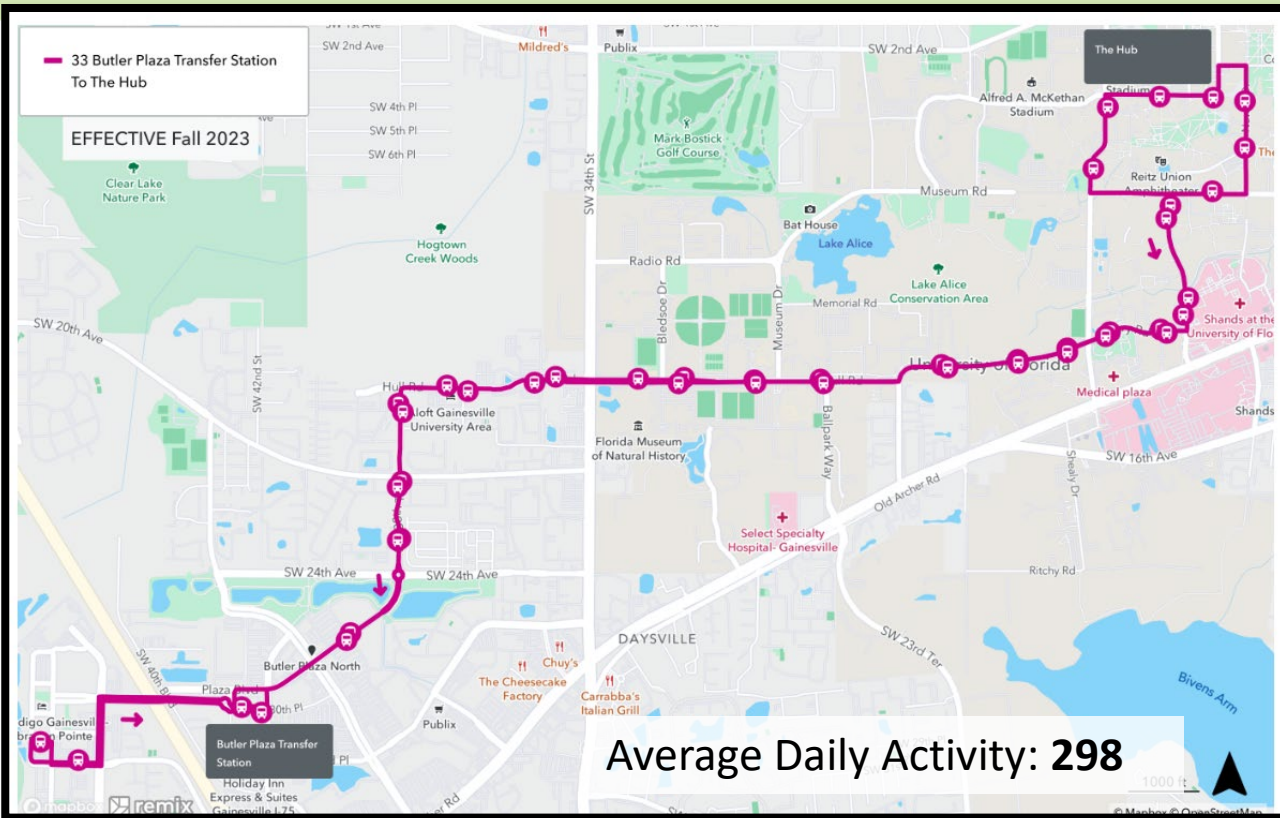
Regional Transit Planning



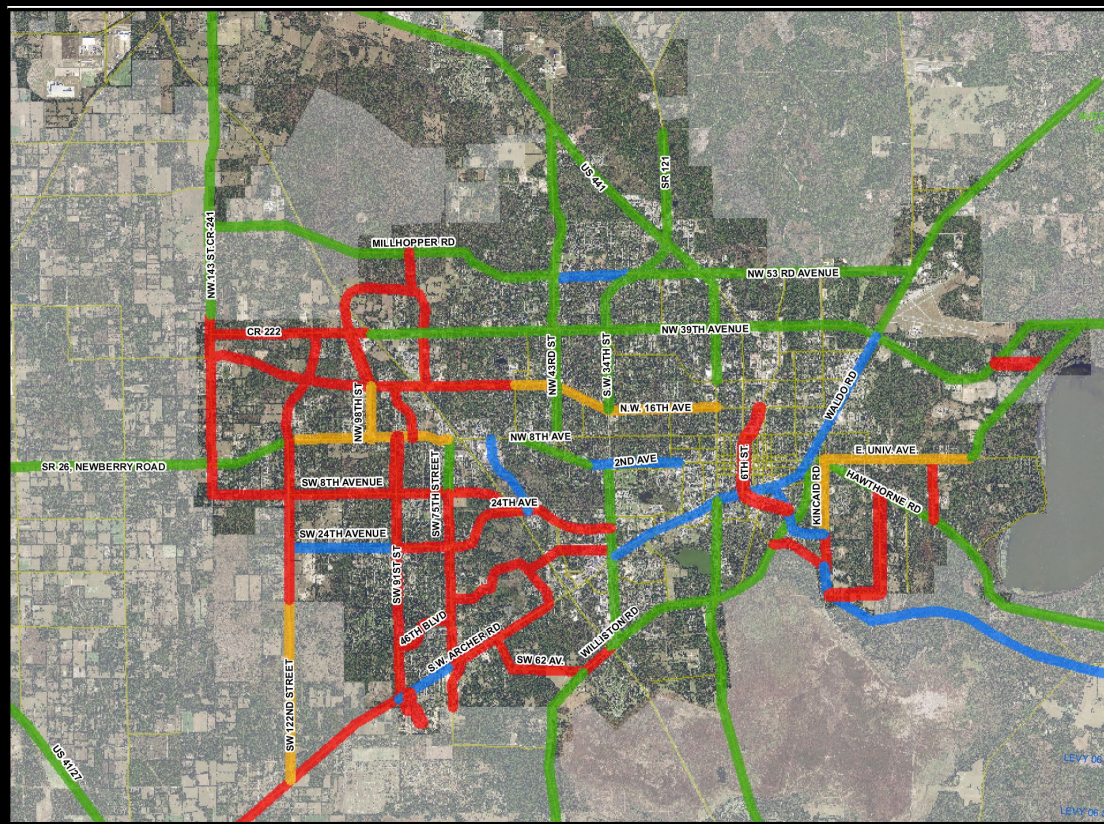
Regional Transit Planning



Regional Transit Services



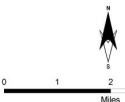
Bicycle/Pedestrian and Future Roadway Network



Bike/Pedestrian Existing & Future Network

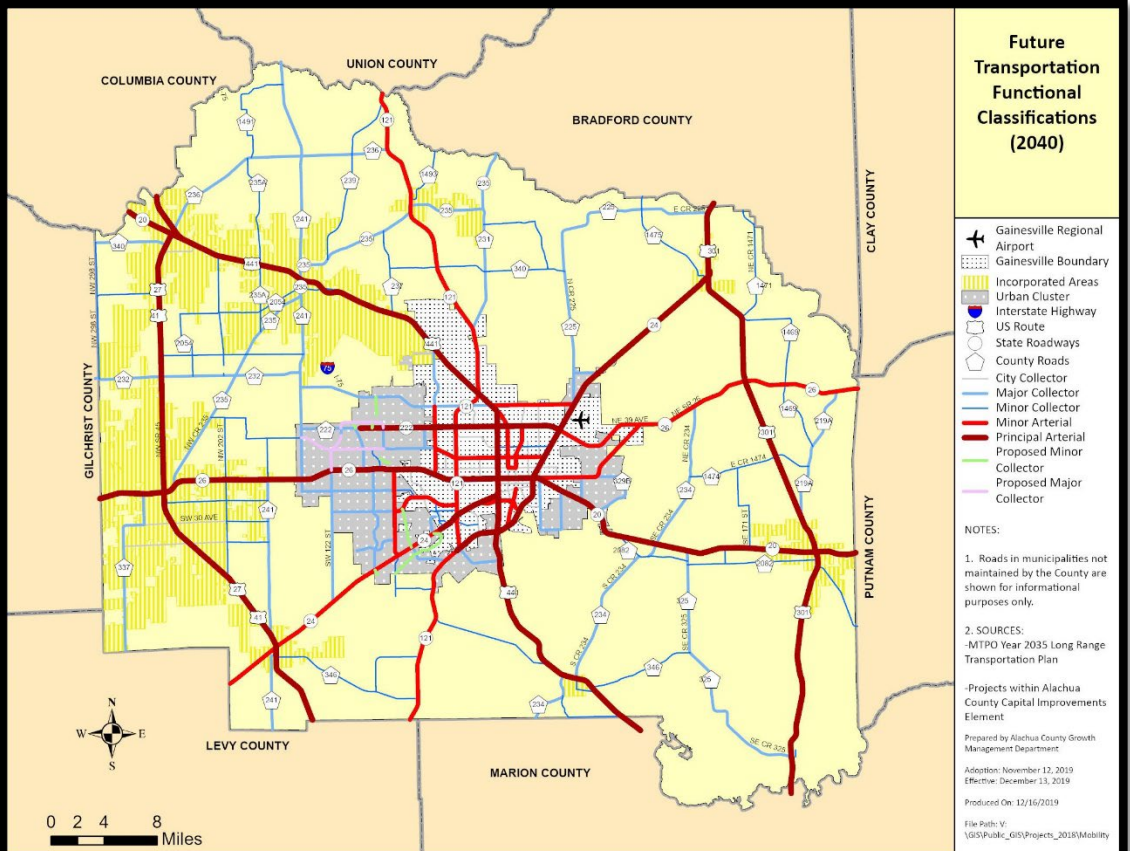
Legend

- Existing multi-use path
- Existing bike lane/shoulder
- Future multi-use path
- Future bike lane/shoulder



Notes:
 This map has not been adopted or approved by the Board of County Commissioners. It is a working draft only.
 Production Date: 04/06/09

Prepared by:
 Board of County Commissioners
 Department of Growth Management
 10 SW 2nd Avenue
 Gainesville, FL 32601
 (352) 374-5249
<http://growth-management.com>



Future Transportation Functional Classifications (2040)

- Gainesville Regional Airport
- Gainesville Boundary
- Incorporated Areas
- Urban Cluster
- Interstate Highway
- US Route
- State Roadways
- County Roads
- City Collector
- Major Collector
- Minor Collector
- Minor Arterial
- Principal Arterial
- Proposed Minor Collector
- Proposed Major Collector

NOTES:
 1. Roads in municipalities not maintained by the County are shown for informational purposes only.
 2. SOURCES:
 -MTPO Year 2035 Long Range Transportation Plan
 -Projects within Alachua County Capital Improvements Element

Prepared by Alachua County Growth Management Department
 Adoption: November 12, 2019
 Effective: December 13, 2019
 Produced On: 12/16/2019
 File Path: V:\GIS\Public_GIS\Projects_2015\Mobility

History & Purpose – Roadway Connections & Multimodalism

“All roads lead to Archer and Newberry Roads”

TOD and TND Code provides for...

Greater internal connectivity, including 600' blocks for pedestrians and cyclists

Better external connectivity at a local level, requiring two connections on two sides of developments

But most trips ultimately lead to a handful of collectors and arterials, leading to:

Limited route choice

Vehicular congestion

Limited modal choice

Board question: Do we need more robust Transportation Master Planning, to ID new roads, especially over I-75?



• History & Purpose – Roadway Connections & Multimodalism

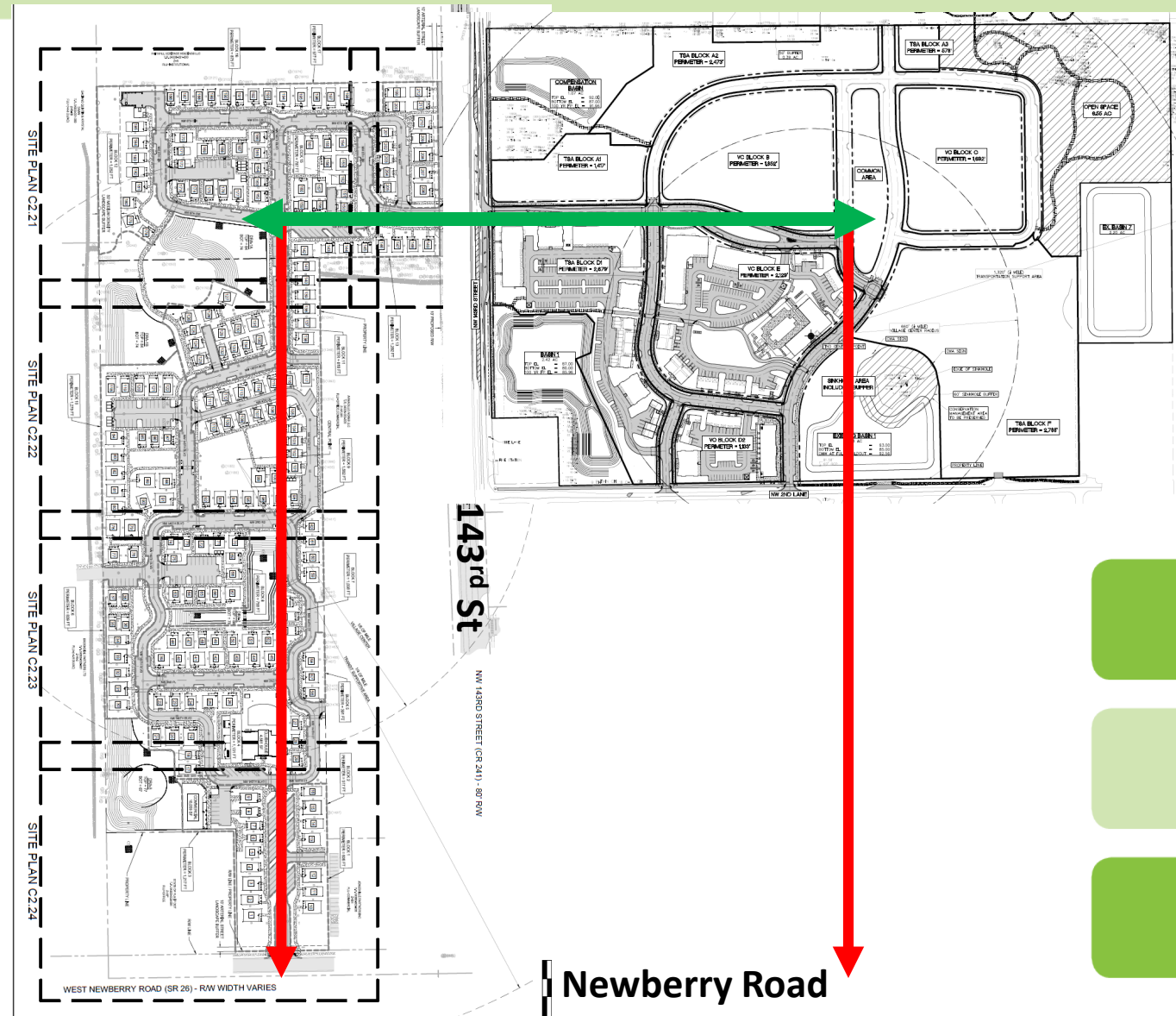
TND Case Study: Gainesville Cottages & Westlake

Strong internal connectivity

Some local external connectivity

E/W across NW 143rd St
N/S across Newberry Rd

But major Origins/Destinations still
require use of Newberry Road and
outcomes described



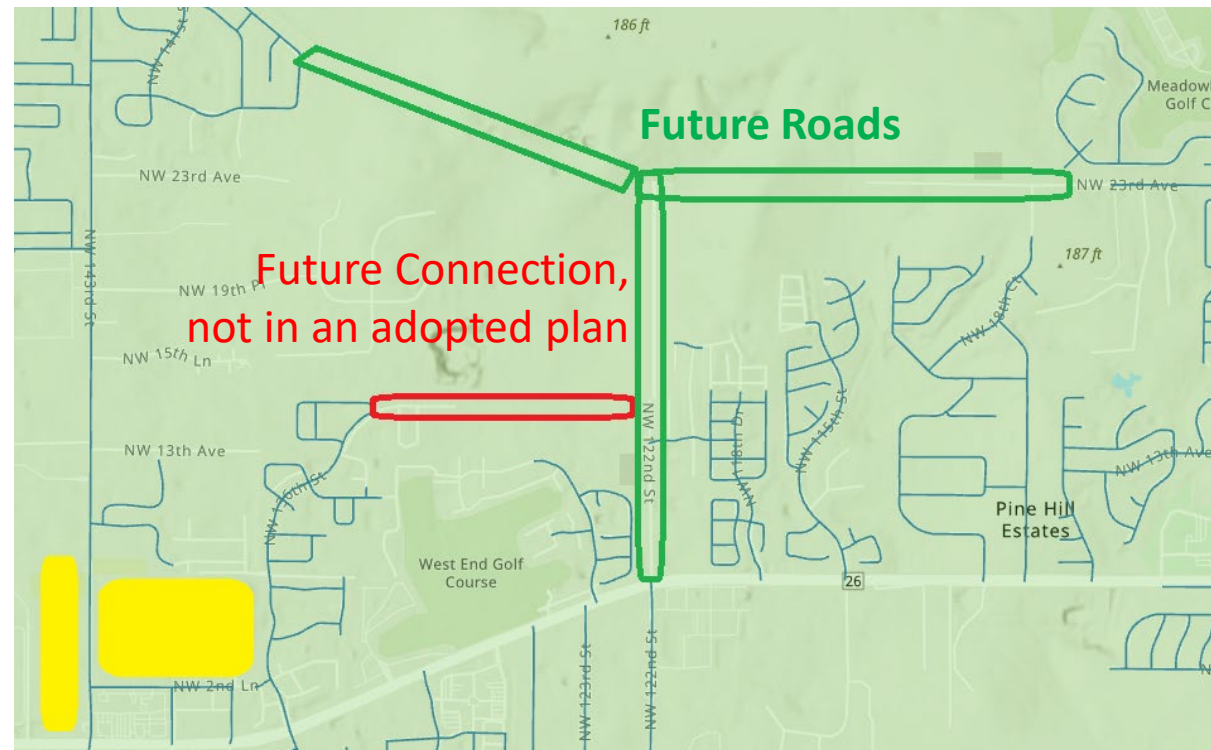
• History & Purpose – Roadway Connections & Multimodalism

TND Case Study: Gainesville Cottages & Westlake

Coarse Road Network even in Future (Comprehensive Plan)

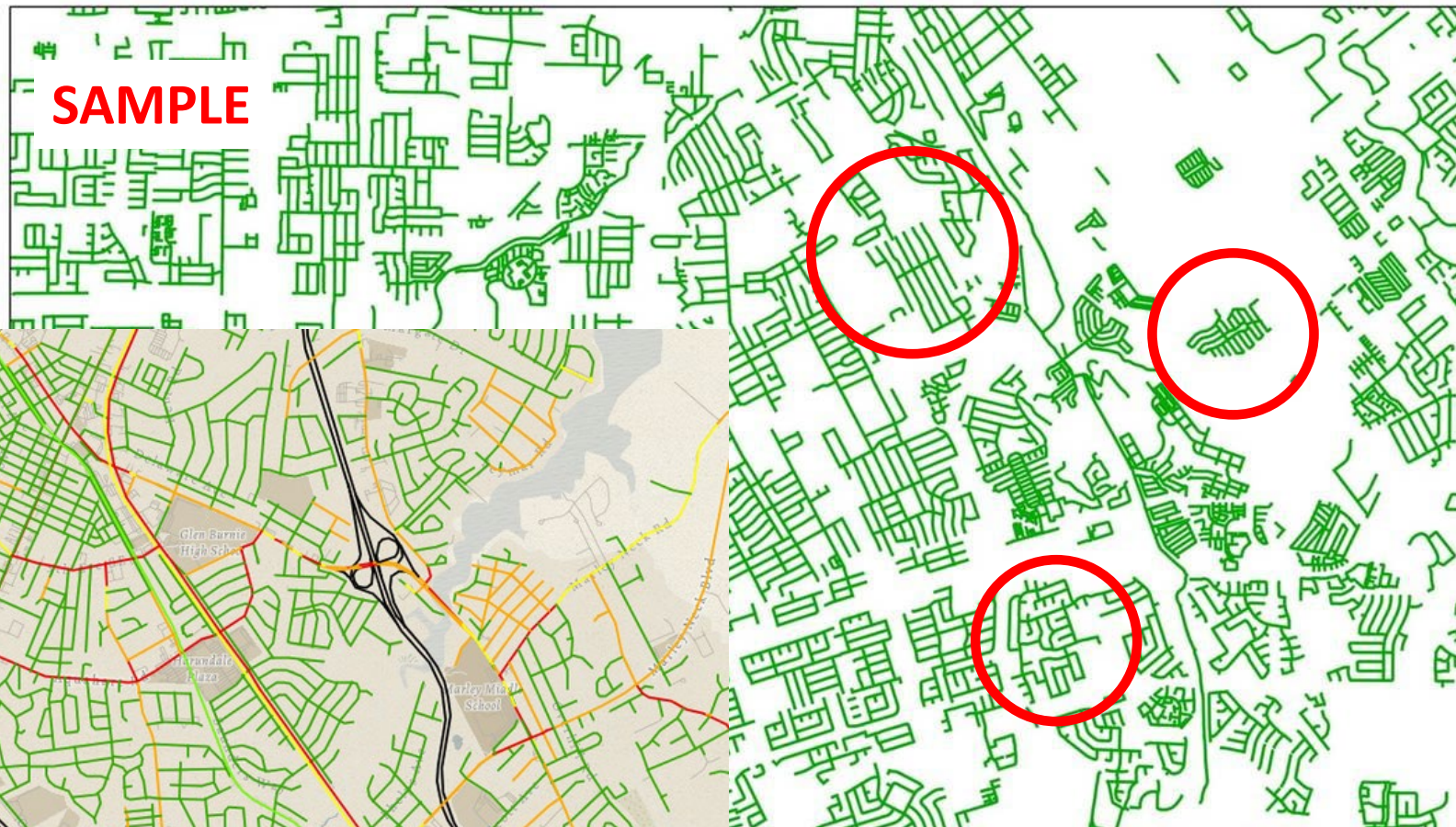
Develop Finer-Grain Network through Transportation Master Planning

Consider the intensity of use and design of additional Local streets



History & Purpose – Bicycle & Pedestrian Transportation

A “Low-Stress” Pedestrian & Bicycle and Network



Typical Map of
Low-Stress
Connectivity

Notice the *islands*
and *peninsulas*



• History & Purpose – Bicycle & Pedestrian Transportation

“Low-Stress” Connectivity

SW 8th Ave @ SW 136th St (Town of Tioga)



SW 91st St @ SW 88th St (SE of The Collective TND)



• History & Purpose – Bicycle & Pedestrian Transportation

“Don’t Give Up at the Intersection!”

(To be considered in Countywide Bike-Ped Master Plan & Safe Streets & Roads for All Action Plan)



Median Refuge Island – Portland, OR
A median refuge island and traffic diverter for a neighborway.



TND's and TOD's - How are we doing?

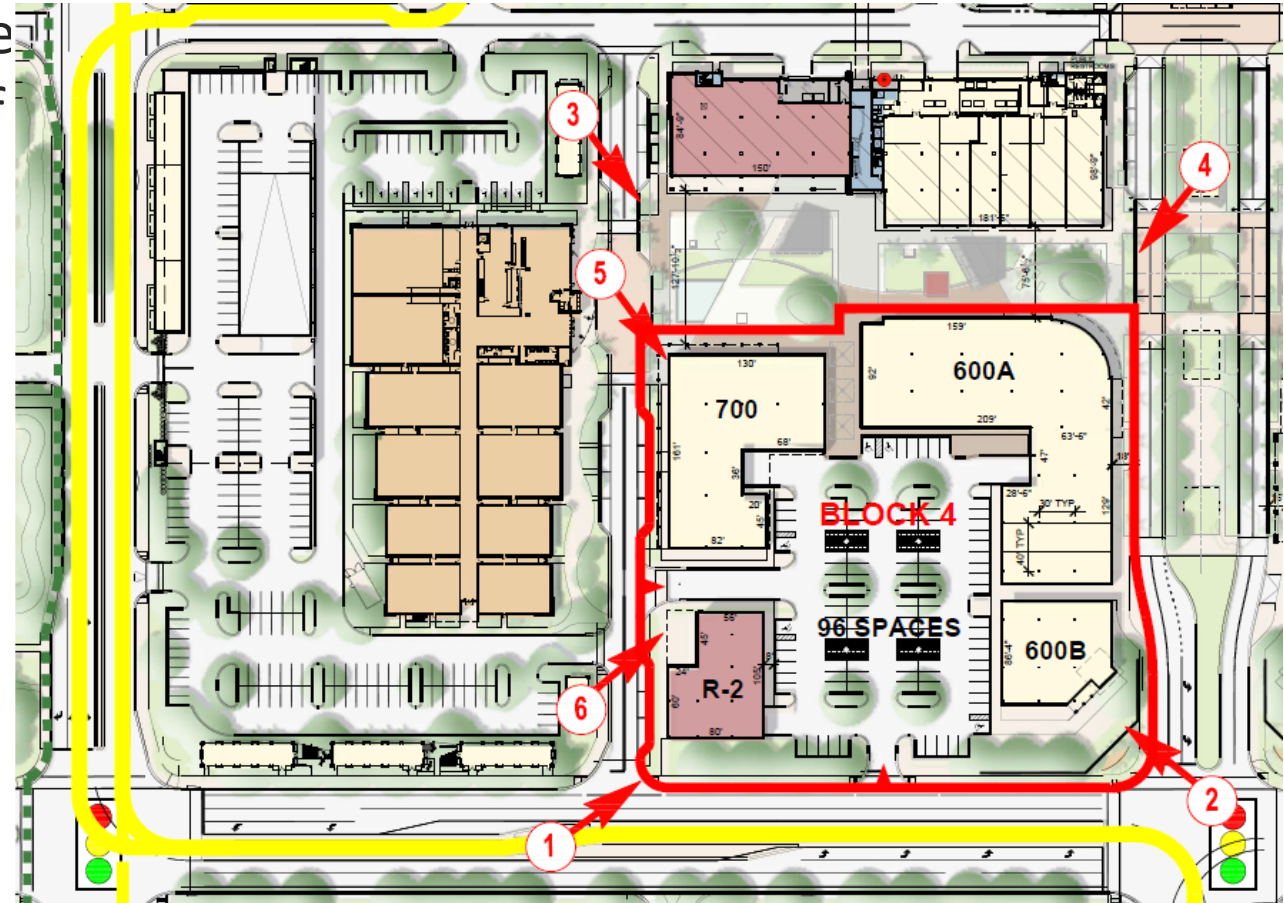
Approved Final Development Plans (FDP's) to date:

- 11 out of 14 TND/TOD's have an approved FDP
- Total of 4,577 residential units approved
- Average density = 9 dwelling units/acre
- Total of 1,559,067 square feet of non-residential approved



Issue #1 Timing of Block Construction

- Sec. 407.68 (c)&(e) When off street surface parking is proposed within a block...75% of block shall be lined by buildings
- Interest and activity that benefits the pedestrian experience
- We've allowed flexibility with phased approval of blocks
- Without liner buildings, surface parking is more obvious



Celebration Pointe Blocks 5, 4, and 6

#1 cont. Timing of Block Construction

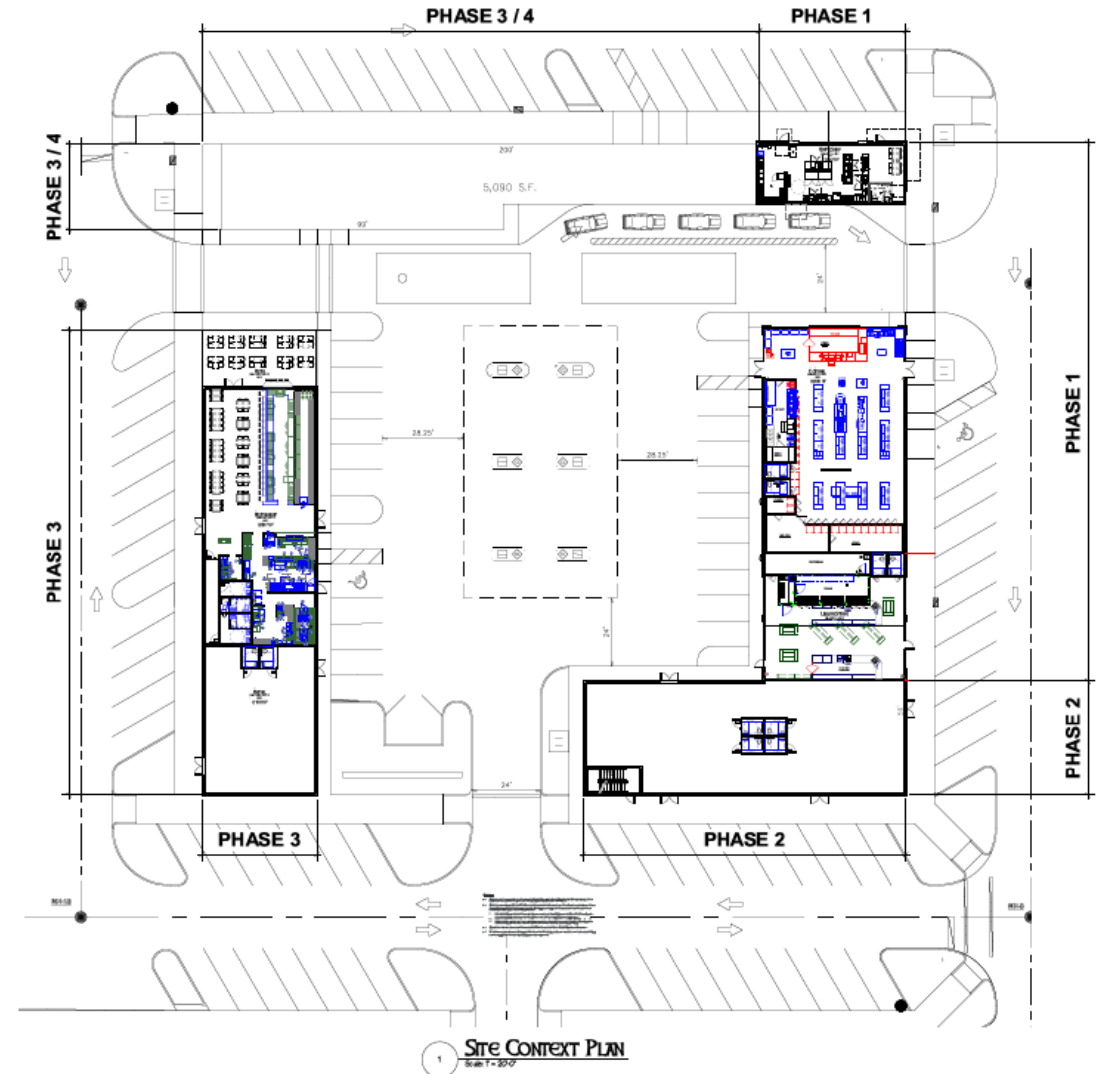
Board Question: What comes first, the tenant or the liner building?

- Staff recommends explicitly clarify timing of construction in ULDC
 - At a minimum Staff would like to see architectural design of buildings for every block (grading, utilities, elevations)
 - Phased construction be allowed at permitting level rather than FDP review, and entire block requires FDP



Issue #2 Timing of Construction - Auto Uses in TND/TOD

- Sec. 404.80(c) Fuel Sales specify stalls, pumps, etc. shall be rear or side, architecturally integrated with building, screened from street
- Sec. 404.68 Restaurant with drive-thru...multi-tenant building, rear or side, lanes architecturally integrated or screened from street



Pre-app. example of phased block with auto-uses

#2 cont. Timing of Construction – Auto oriented uses

- Staff recommends explicitly clarify timing of construction in ULDC
 - Required elements such as multi-tenant, architecturally integrated, or screened from a street be constructed up front
 - Specify to be included as part of building permit package, and in place prior to or with Certificate of Occupancy



#3 Complex Phasing in Sec. 402.130 (d)

- Very few Staff members feel proficient in implementation
- Applicants always struggle with demonstration of phasing

Staff recommends simplifying this requirement for ease of review, and in anticipation of a demand for inclusionary housing option

8. PHASING SCHEDULE – ULDC 402.130(c)&(d) REQUIRES SUBMITTAL OF A DETAILED SCHEDULE FOR TODS. THE PHASING PLAN FOR THIS MASTER PLAN IS DEPICTED GRAPHICALLY WITH PHASE DESIGNATIONS AND PHASE LINES ON MASTER PLAN SHEET C100. WITHIN EACH PHASE OF DEVELOPMENT, FINAL DEVELOPMENT PLANS MAY BE APPROVED FOR PORTIONS OF A PHASE. FOR THE FIRST PHASE OF DEVELOPMENT, THE DIFFERENCE BETWEEN DWELLINGS UNITS AND NONRESIDENTIAL SQUARE FOOTAGE MAY NOT BE GREATER THAN 75% OF THE APPROVED DEVELOPMENT WITHIN THE PHASE. THE PERCENTAGES SHALL BE BASED ON FINAL DEVELOPMENT PLAN APPROVAL WITHIN EACH PHASE. THE DIFFERENCE BETWEEN DWELLING UNITS AND NON-RESIDENTIAL SQUARE FOOTAGE FOR THE TOTAL APPROVED DEVELOPMENT MAY NOT BE GREATER THAN THE FOLLOWING PERCENTAGES IN ORDER TO RECEIVE DEVELOPMENT PLAN APPROVAL IN A SUBSEQUENT PHASE: 30% TO PROCEED TO PHASE 2 AND 15% TO PHASE 3. [ULDC 402.130(d) 4.&5.] THE ALLOCATION OF DENSITY AND INTENSITY WITHIN EACH QUADRANT AND WITHIN EACH OF THE VILLAGE CENTERS, TRANSIT SUPPORTIVE AREAS AND OUTSIDE TRANSIT SUPPORTIVE AREAS FOR THE TODS CONTAINED WITHIN THIS MASTER PLAN CONSISTENT WITH THE REQUIREMENTS OF ULDC 402.130(d) 1. THROUGH 4. IS AS FOLLOWS:

NORTHEAST QUADRANT	PHASE I - CONTAINING 34% OF TOTAL AUTHORIZED RESIDENTIAL AND NON-RESIDENTIAL 2022-2030		PHASE II - CONTAINING 33% OF TOTAL AUTHORIZED RESIDENTIAL AND NON-RESIDENTIAL 2022-2038		PHASE III - CONTAINING 33% OF TOTAL AUTHORIZED RESIDENTIAL AND NON-RESIDENTIAL 2022-2045	
	MIN	MAX	MIN	MAX	MIN	MAX
RESIDENTIAL						
VILLAGE CENTER 1	121	218	118	212	118	212
VILLAGE CENTER 2	43	77	41	74	41	74
TSA	210	301	205	292	204	292
OUTSIDE TRANSIT SUPPORTIVE AREA	109	164	107	160	107	160
NON-RESIDENTIAL	51,816 S.F.	395,420 S.F.	50,292 S.F.	383,790 S.F.	50,292 S.F.	383,790 S.F.

#4 Extended Blocks - Sec. 407.68(a)(3)

- Extended blocks: req. 10' wide Multi-Use Path (MUP) with limited vehicular crossings, shade trees alternating 40' on center
- This path forms an internal bicycle and pedestrian block that does not exceed the perimeter

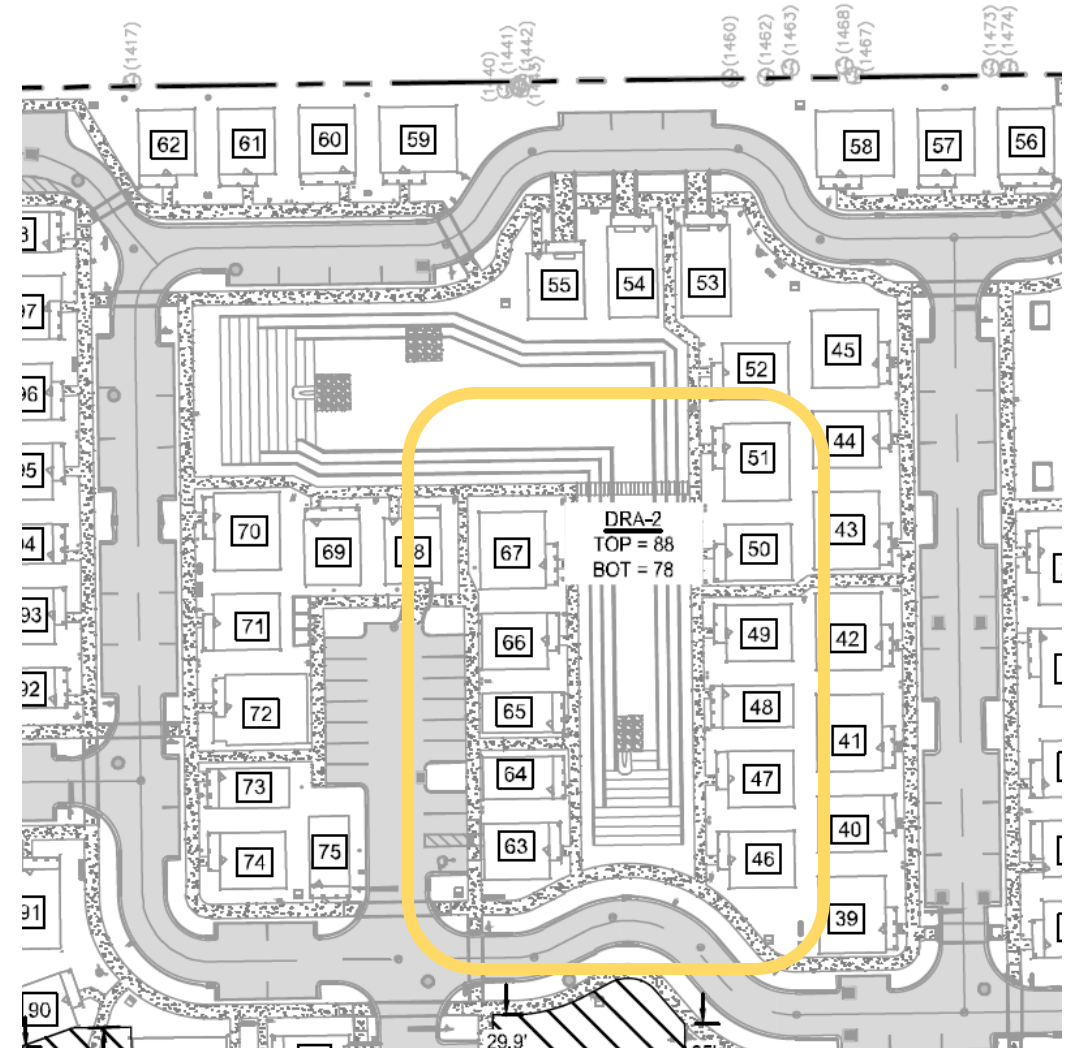
Staff recommends including more specificity to ensure extended blocks include a linear park, and include a maximum number of vehicular crossings



Haile Marketplace

5 Civic Space – Build to Lines and Orientation

- Table 407.66.1-2 requires build-to lines be calculated from street, or plaza, square or other open civic space
- Sec. 407.68(1)(a) Building orientation: Where buildings are not adjacent to a street, the front of the building shall be oriented toward a greenspace or civic space.



Gainesville Cottages TND

5 cont. Civic Space – Build to Lines and Orientation

Civic space lacks a definition or minimum standard in ULDC

Staff recommends replacing term with greenspaces and hardscape amenities and provide specific standards:

1. Minimum width
2. At least 2 sides
3. Covered area, or shaded by adjacent buildings



Gainesville Cottages TND

Follow up ULDC amendments

- Revise *Street Design Specifications* to align with best practices in *Complete Streets* design
- Potential updates per Bike-Ped Master Plan & SS4A Action Plan
- Clarify timing of block construction (buildings, auto-uses)
- Simplify phasing of entitlements
- Extended blocks need clear standards for MUP
- Replace “Civic Space” and identify minimum standards

