

Analysis of Corridor Management Practices on Selected Critical SIS Facilities

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16. Abstract This study investigated state and local corridor management issues and practices along SR 26, a critical Strategic Intermodal System (SIS) highway in central Florida. The final report addresses the following items:			
<ul style="list-style-type: none"> • Access management and related corridor management practices of the local governments involved in the management of the selected SIS facility. • Formal and informal coordination efforts between local governments and the Florida Department of Transportation (FDOT). • Recommendations for improving corridor management practices to help preserve and improve the safety and efficiency of this SIS corridor for the movement of people and goods. • Comments received at the regional training workshop and presentations for FDOT and local government staff and policy makers, which were conducted to communicate the recommended corridor management practices and plan. • A work plan to allow others (including District staff) to accomplish similar studies and to keep them updated. 			
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EXECUTIVE SUMMARY

The Strategic Intermodal System (SIS) was designated for the purpose of planning for and investing in a multimodal system of transportation facilities and services of statewide and regional importance. Highways designated as SIS facilities are generally part of the Florida Intrastate Highway System (FIHS). The FIHS program, now a subset of the SIS, aims to preserve regional and statewide mobility through development and improvement of a system of highways with strict access controls.

All segments of the SIS and FIHS are planned to be brought into compliance with system criteria and standards within a 20-year period. Communities along these systems often struggle with the transportation impacts of development. Toward that end, the Florida Department of Transportation (Department) is interested in advancing corridor management practices and state and local coordination in corridor management on critical Strategic Intermodal System facilities, and other important state highways in Florida.

The purpose of this research was to investigate corridor management practices of local governments and coordination efforts between local governments and the Department on the selected Strategic Intermodal Systems facilities. Specific research objectives included:

- Document access management and related corridor management practices of the local governments involved in the management of selected critical SIS facilities.
- Determine coordination efforts (both formal and informal) between local governments and the Department.
- Provide recommendations for better corridor management practices to support the efforts of the Department to preserve and improve the safety and integrity of the SIS.

The project also involved a multi-jurisdictional workshop that addressed corridor management best practices and set forth recommended practices for the subject SIS facilities. In addition, a work plan or *Guide for Analysis of Corridor Management Policies and Practices* was developed to allow others (including District staff) to accomplish similar studies.

The State Road 26 corridor west of the City of Gainesville was selected for analysis and divided into four segments based on the following jurisdictional boundaries: Alachua County, City of Newberry, Gilchrist County and the City of Trenton. These areas were selected as they represent the dramatically different needs and characteristics of urban/suburban fringe, small town, and rural areas. As such, they provided insight into the needs of different types of jurisdictions for managing corridor development. In addition, the selection of a single shared corridor offered opportunities for synergy among neighboring jurisdictions in advancing corridor management best practices and

improving coordination with each other and with the Department on corridor management issues.

This report includes a detailed analysis of current planning and development practices along the State Road 26 corridor study area, identification of issues in current practice, and recommended corridor management strategies and best practices. The assessment of current practice revealed several key access management issues along the SR 26 corridor in the study area. Key findings of the assessment of current practice include:

- The communities along the SR 26 corridor are struggling with the transportation impacts of development. The LOS on SR 26 in Newberry currently exceeds the adopted level of service C. As a result, Newberry is facing a concurrency moratorium on development until a solution can be devised. Alachua County, Trenton, and Gilchrist County are also grappling with concurrency issues on SR 26. FDOT, in an attempt to ease pressures on these communities, is looking to develop an SR 26 by-pass. Community support for the by-pass is mixed due to the concerns about the potential economic ramifications of directing traffic around these communities. However, widening SR 26 through the towns of Newberry or Trenton would result in major community impacts. An easy solution is elusive, but access management and street network development in each of the local governments is a necessary next step. In addition, a corridor management plan could form the basis for a long term concurrency management system for this important SIS corridor.
- Inadequate connectivity of local street networks is a major issue contributing to demand on SR 26 – particularly in Alachua County where numerous existing residential subdivisions west of Gainesville lack connectivity. Many of these subdivisions are served by only one point of ingress and egress and lack of connectivity with adjacent developments. This forces residents onto SR 26 for most, if not all, of their daily trips. With the number of proposed developments increasing, a major issue of importance for each local government is to provide for alternative parallel routes and side streets along SR 26.
- The local governments are actively working towards mitigating the impacts of development through network development and access management. Newberry is developing a thoroughfare plan and hopes to encourage parallel access routes along SR 26 to improve traffic circulation and reduce access problems. Newberry also indicated a strong interest in updating their access management regulations. Trenton is in the process of updating its comprehensive plan to include policies that prevent the LOS degradation of SR 26 caused by development. Gilchrist County drafted new access management regulations; adopted lot split controls, and is seeking to establish a master street plan. Alachua County is in the process of including a parallel road network in the County’s Long Term Concurrency Management Plan and plans to coordinate planning efforts with Newberry. All of

these efforts will improve access management and operations along SR 26, as well as the aesthetic character of the overall corridor.

- Commercial strip development is occurring along the SR 26 corridor in Trenton and unincorporated Gilchrist County. It will be important to counter this trend by increasing the depth of planned commercial areas and enacting regulations that require unified internal circulation systems and cross access with abutting commercial parcels.

Recommendations to address the observed access management issues form the basis of a conceptual corridor access management plan for SR 26. These recommendations are summarized below.

1. Plan and map parallel roadway and cross street networks along SR 26 to provide a clear framework for implementing alternative access along the corridor.
 - Each jurisdiction should add segments of the parallel roadway system to the capital improvements element of its comprehensive plan and require developer participation in implementing the system through fair share agreements as a condition of development approval for SR 26 concurrency mitigation.
 - Consider establishing a long term concurrency management system plan for accomplishing this supporting network on selected segments of SR 26.
 - Consider establishing a corridor management overlay ordinance for segments of SR 26 to aid in implementing parallel roadways and interparcel cross access in selected areas.
2. Establish a local government thoroughfare plan and adopt or update right-of-way preservation requirements to advance development of arterial and collector streets throughout the community:
 - Adopt a future traffic circulation map in the comprehensive plan that identifies the network of planned arterials and collectors to be preserved and assigns future right-of-way needs for each mapped street.
 - Enact policies and regulations that clearly restrict building in the right-of-way of a mapped transportation facility without a variance, and that clarify that ROW dedication will be roughly proportionate to development impacts.
 - Address right-of-way preservation in the development review process and provide for measures to mitigate hardship on property owners and preserve property rights, such as on-site density transfers, cluster options, and modifying alignments.
3. Enforce local street network and connectivity standards to help reduce reliance on SR 26 for short local trips:

- Strongly enforce existing standards that require subdivisions to continue and connect to existing local and collector street networks.
 - Require developments to connect through to side streets at appropriate locations.
 - Require internal roads for residential subdivisions and consider allowing some variation in local street design to accommodate variety of cross section types, unpaved shared access drives for rural residential areas, and “skinny” streets where desired to maintain small town residential character.
4. Promote and enforce activity center development for commercial areas along SR 26 and increase the depth of commercially zoned areas where necessary to avoid commercial strip development;
- For large commercial developments require the provision and/or continuation of local and collector streets and provide street connections with surrounding residential areas so residents may access the center without traveling on SR 26;
 - Require shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system.
 - Clarify in regulations that properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not receive the maximum potential number of access points for that frontage indicated under *minimum* access spacing standards.
5. Strengthen and update local land division and access regulations to address access management on SR 26 and help reinforce development of alternative access roads:
- Establish that existing lots unable to meet the access spacing standards for SR 26 must obtain access from platted side streets, parallel streets, service roads, joint and cross access, or the provision of easements.
 - Establish minimum access spacing standards for locally-maintained thoroughfares and use these to guide corner clearance, as well. Maintain adequate corner clearance at crossroad intersections with SR 26.
6. Enact the necessary coordination measures with FDOT District 2 access permitting staff to ensure that conditions are placed in the access permit requiring properties to remove nonconforming access points and/or obtain alternative access in areas where parallel roads, service roads, and side street networks are planned. Provide FDOT access permitting staff with an opportunity to coordinate in review of proposed plats and development applications along the SR 26 corridor to prevent access problems.

7. Consider establishing a corridor management team made up of representatives of each local government and FDOT District 2 to facilitate coordination in implementing alternative access along the SR 26 corridor and to address requests for deviation from SR 26 access spacing requirements and local alternative access plans.
 - In addition, FDOT District 2 should consider designating a regional access permit coordinator to participate in this process.

Assessing current land development and access management practices and developing conceptual corridor management plans are beneficial for several reasons. These activities can provide FDOT, as well as local governments, strategies for identifying and overcoming barriers to effective corridor access management in the land development process. In addition, the resulting plans can help to strengthen state and local coordination in access and development permitting. The result is a corridor management plan that, as defined in Florida planning law, promotes the “coordination of the planning of designated future transportation corridors with land-use planning within and adjacent to the corridor...” (Chapter 163.3164(30), F.S.).

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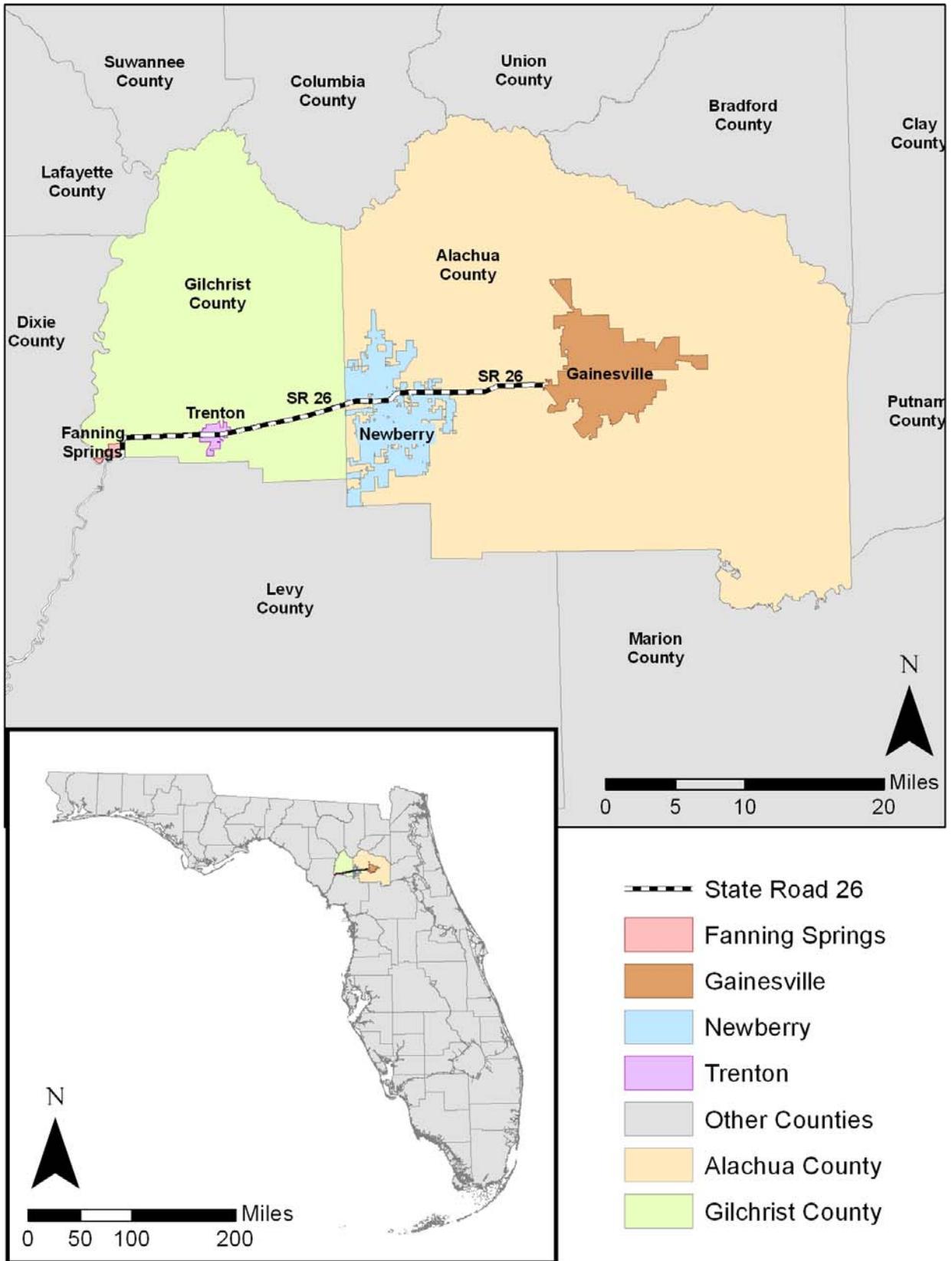
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Figure 1. Overview of Corridor Study Area



INTRODUCTION

This report presents findings of a comprehensive study of state and local corridor management practices on State Road 26 (SR 26), an important east-west link in Florida's [Strategic Intermodal System \(SIS\)](#). The purpose of the study is to advance intergovernmental coordination on managing land development and access along the SIS, and other important state highways in Florida. The report includes an analysis of current planning and development practices along the State Road 26 corridor study area, identification of issues in current practice, recommended corridor management strategies and best practices, and a work plan to allow others, including FDOT District staff, to accomplish similar studies.

Background

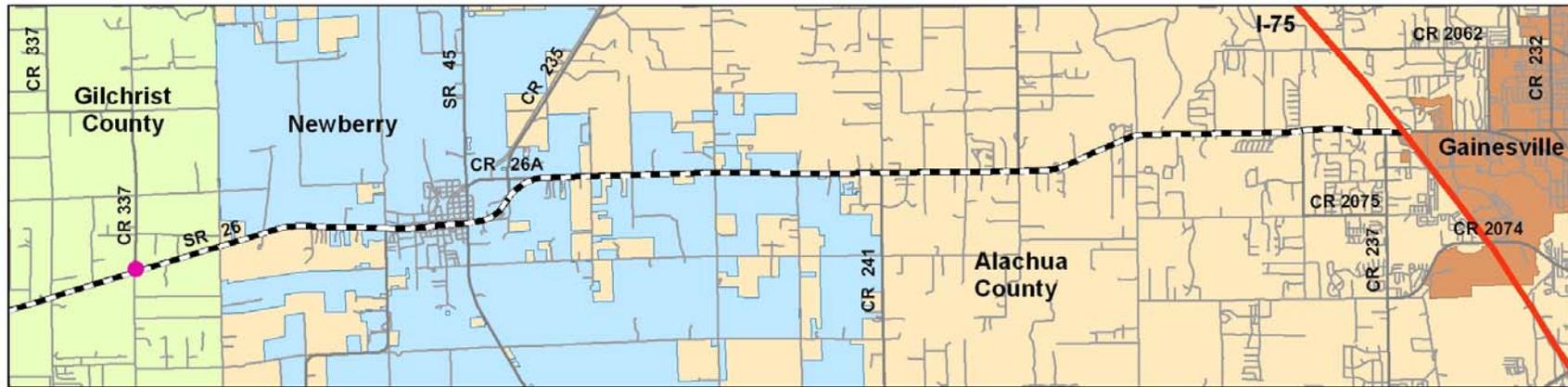
In 2003, the [Florida Department of Transportation \(FDOT\)](#) established the Strategic Intermodal System. The purpose of the SIS is to plan for and invest in a multimodal system of transportation facilities and services of statewide and regional importance. Highways designated as SIS facilities are generally part of the [Florida Intrastate Highway System \(FIHS\)](#)—the network of highways identified as essential to the economy, hurricane preparedness, and overall transportation mobility of the State of Florida. SIS highways must also have an annual average daily traffic (AADT) of at least 9,000 vehicles per day, 20% truck traffic or serve as a National Highway System (NHS) connection to Alabama or Georgia.

FIHS facilities were designated by FDOT and adopted by the Florida Legislature in 1991([§338.001 Florida Statutes](#)). The FIHS program, now a subset of the SIS, aims to preserve regional and statewide mobility through development and improvement of a system of highways with strict access controls. All segments are planned to be brought into compliance with system criteria and standards within a 20-year period. The program also encourages FDOT to enter into formal agreements with local governments for coordinating land use planning and regulation with State access standards for controlled access facilities([§338.001 F.S.](#)).

State Road 26 is a major east-west corridor connecting several major roads on the FIHS. SR 26 was included in the SIS because it is part of the FIHS and multiple segments have an AADT exceeding 9,000. Portions of SR 26 connect Alachua, Gilchrist, and Putnam counties and link major north-south corridors such as Interstate 75 (I-75) to US Highway 19 (US 19), a principal arterial spanning from Pinellas County to the Georgia state line.

A key objective of the SIS and FIHS plans are improved state and local coordination on managing access to FIHS highways, like SR 26, that are not limited access freeways. These “controlled access” FIHS highways are to be classified or upgraded to access class 2 or 3 (1/2 mile median opening spacing, 440 ft. to ¼ mile connection spacing) and widened or reconstructed where necessary to accommodate growing statewide travel demand. Any highway segments assigned a lower access classification must eventually be upgraded to a class 2 or 3. These actions require careful coordination of land use and transportation decision making.

Figure 2. State Road 26 Corridor Study Area



0 1.25 2.5 5 Miles



0 1.25 2.5 5 Miles

- State Road 26
- City of Fanning Springs
- City of Trenton
- City of Gainesville
- Alachua County
- City of Newberry
- Gilchrist County
- Road Network



SR 26 STUDY AREA

Portions of the SR 26 corridor selected for analysis run west from the [City of Gainesville](#) boundary through Alachua and Gilchrist counties to connect with US 19. For the purposes of analysis, the corridor was divided into four segments based on jurisdictional boundaries: [Alachua County](#), [City of Newberry](#), [Gilchrist County](#) and the [City of Trenton](#) (Figure 2). These areas were selected as they represent the dramatically different needs and characteristics of urban/suburban fringe, small town, and rural areas. As such, they can provide numerous lessons for managing corridor development.

Land Use

Land use along the SR 26 corridor varies, with the majority of land currently designated as agricultural or residential (see Figures 3 and 4). Recently, the SR 26 corridor has experienced an increase in residential development west of Gainesville. This increased development, both in Newberry and Alachua County, has placed increased traffic demand on the corridor.

Traffic Conditions

Recent changes to Florida's growth management legislation mandate local use of FDOT [level of service \(LOS\)](#) standards for concurrency determinations on SIS highways like SR 26. These standards are established in [Rule 14-94, FAC](#). The Rule establishes an LOS standard of "B" for facilities in rural areas, with the exception of two-lane facilities, which may use LOS "C." An LOS "C" is also established for transitional urbanized areas or communities with less than 500,000 population. Currently, an LOS standard of "C" has been established for SR 26 in Alachua and Gilchrist Counties.

Alachua County planners indicate that SR 26 in Alachua County between I-75 and CR 241 (NW 143rd St) currently exceeds its adopted maximum level of service volume, if reserved trips are taken into account. Between CR 241 (NW 143rd st) and SR 45 (US 41) the maximum service volume is 24,400 and the daily traffic is 19,000 vehicles per day. This segment may also be operating beyond its maximum service volume depending on the number of reserved trips in the City of Newberry. In Gilchrist County, several segments of SR 26 are close to exceeding the maximum level of service volume. Figure 5 demonstrates the portions of SR 26 currently exceeding level of service standards.

Current traffic conditions and future traffic projections for SR 26 conducted by FDOT show improvements are needed in the immediate future for portions of SR 26 in Alachua County.¹ These segments are currently operating at LOS D. Traffic projections indicate that SR 26 will drop to LOS F by the year 2009. Projected future traffic demand for portions of SR 26 indicates that improvements to the corridor are required to maintain State-mandated LOS standards, but are not as critical in Gilchrist County as in those portions of SR 26 in Alachua County that are experiencing intense growth. Figure 6 demonstrates projected LOS on SR 26 by 2009.

¹ Source: *Florida State Highway System Level of Service Report*, Florida Department of Transportation District 2, 2006.

Figure 3. Alachua County Land Use

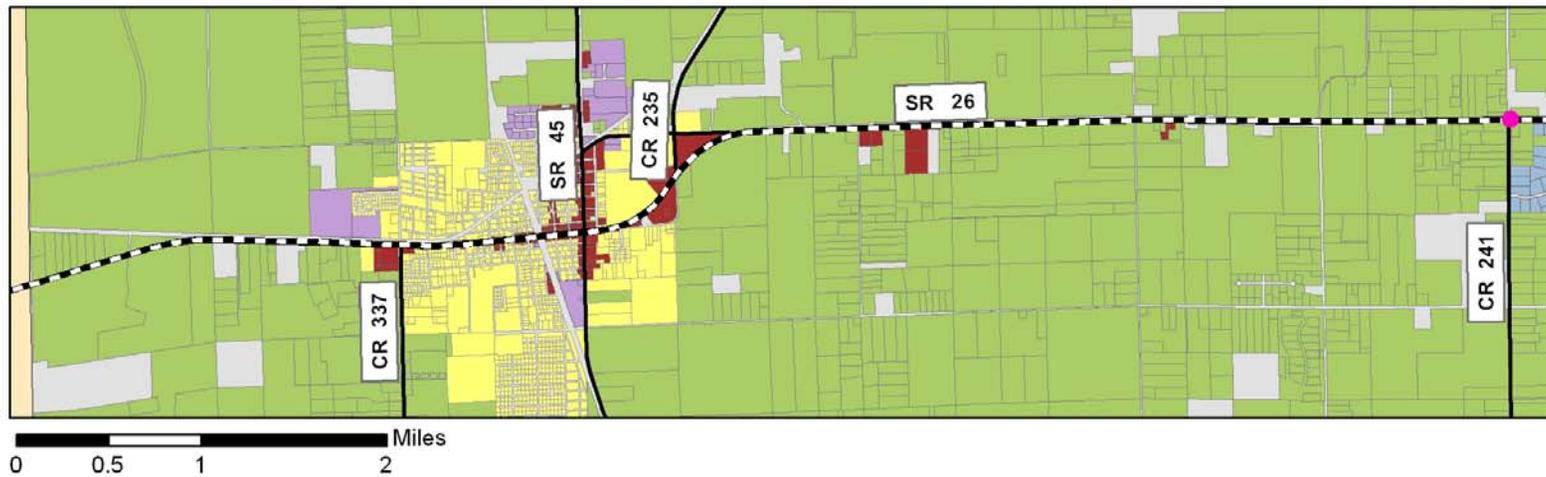
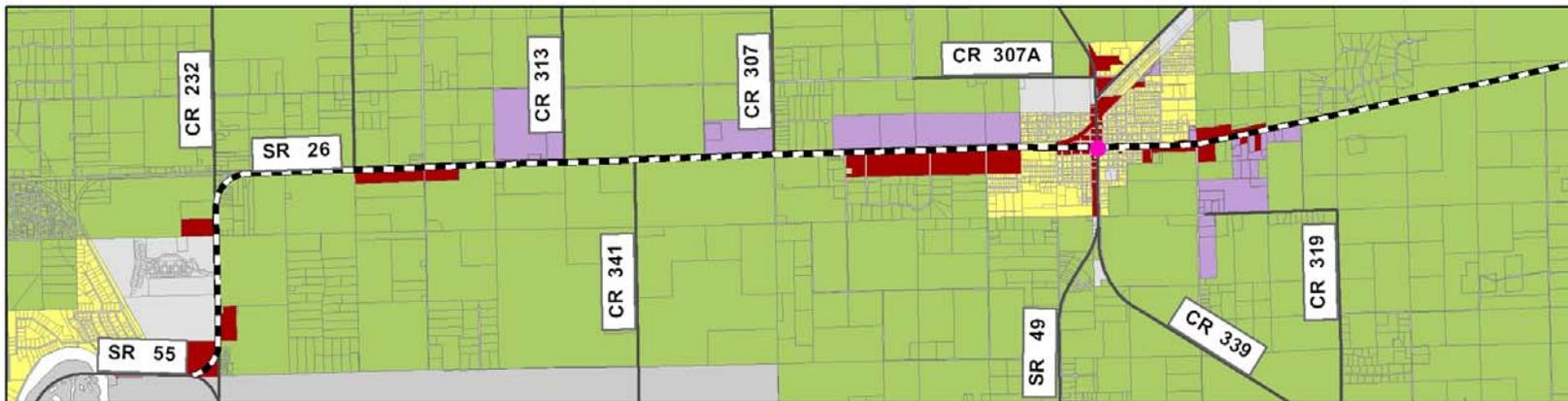


Figure 4. Gilchrist County Land Use



0 0.5 1 2 Miles



0 0.5 1 2 Miles

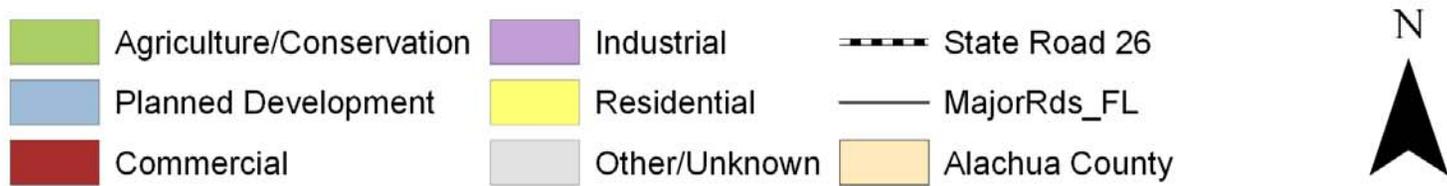
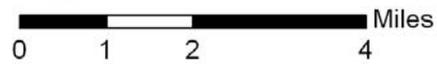
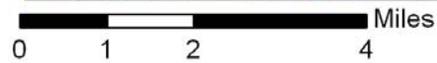


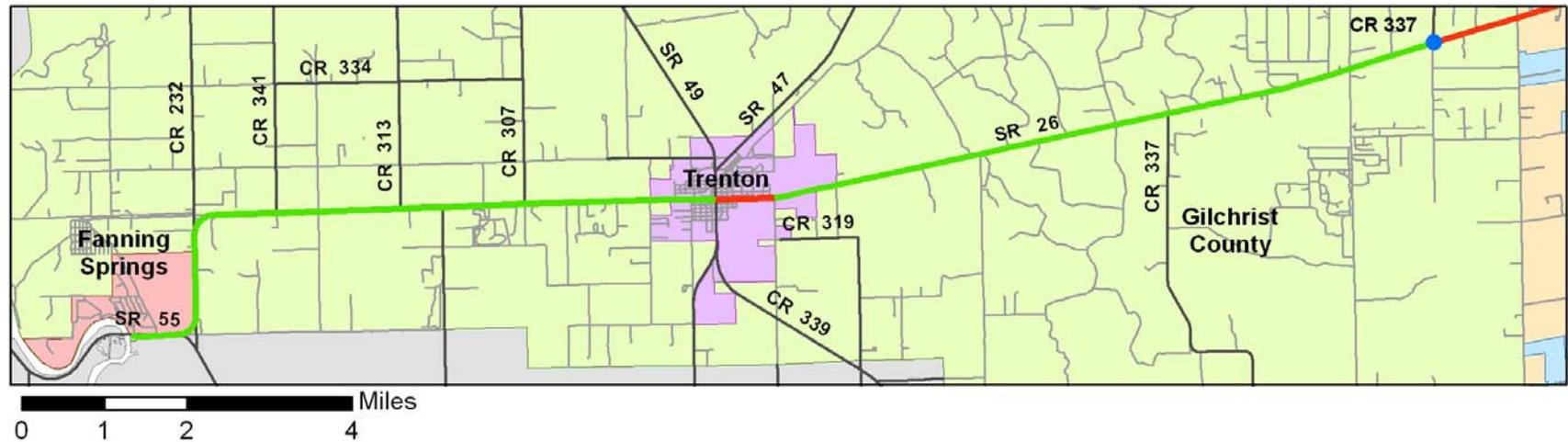
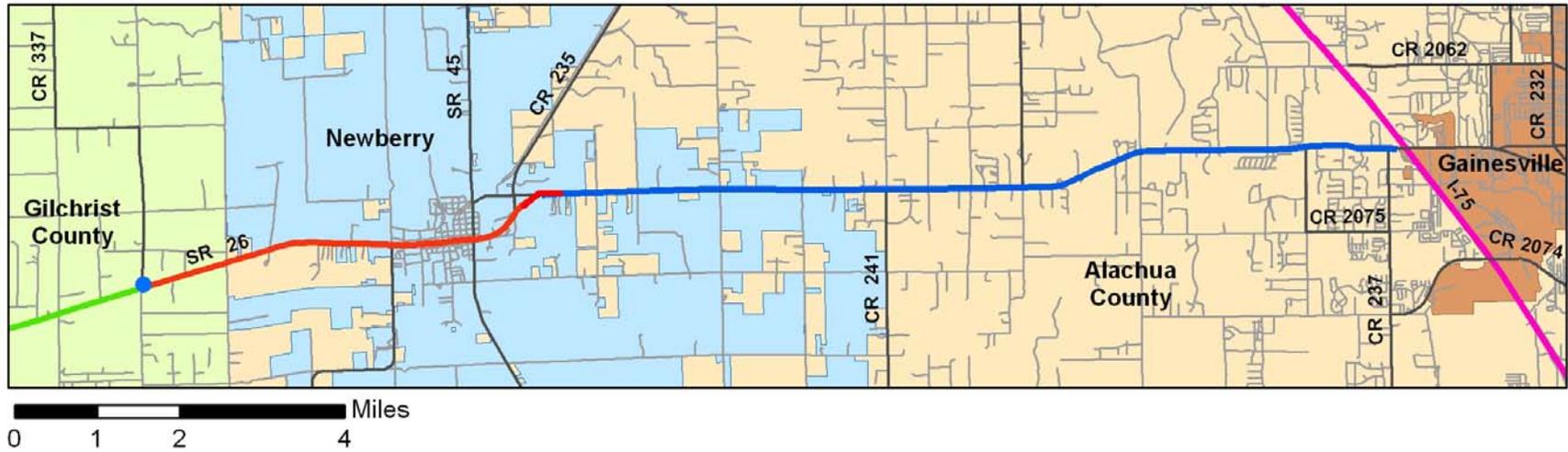
Figure 5. Current Level of Service on SR 26



- | | | |
|----------------------|---------------------------|------------------------|
| Current LOS on SR 26 | — Interstate 75 | — City of Trenton |
| — Exceeds | — City of Fanning Springs | — Alachua County |
| — Meets | — City of Gainesville | — Gilchrist County |
| — Major Roads | — City of Newberry | — Neighboring Counties |



Figure 6. Projected Level of Service on SR 26 (2009)



Level of Service on SR 26
Projections for 2009

- Exceeds
- Meets
- Unknown

- MajorRds_FL
- Interstate 75
- City of Fanning Springs
- City of Gainesville
- City of Newberry
- City of Trenton
- Alachua County
- Gilchrist County
- Neighboring Counties



Urban Fringe/Suburban

A segment of the study area lies within Alachua County to the west of Gainesville. Alachua County is a predominantly rural, but rapidly growing county, consisting of several smaller municipalities. Many of these municipalities rely on SR 26 for east-west travel through the county and into adjacent counties. This segment is rapidly urbanizing as a “bedroom” corridor for the Gainesville metropolitan area. The unincorporated county just west of Gainesville has been designated an “urban cluster” by the US Census Bureau.

Numerous residential and mixed-use developments have been approved within and beyond the “urban cluster” along the corridor in the past decade, and are gradually creeping west toward Newberry along SR 26. These developments are characterized by low levels of connectivity between internal street networks forcing all traffic onto SR 26—an issue that Alachua County is working to address. One idea is to promote development of parallel reliever routes along the corridor. This segment also includes an interchange area with numerous commercial developments and driveways near the interchange ramps and within the interchange functional area. Near the interchange, the corridor has a lower access classification of 5, which allows for 245 ft. access spacing.

Small Town/Main Street

The City of Newberry in western Alachua County is a compact city with a historic small town atmosphere. Despite its small size, the incorporated city is similar in size to the larger City of Gainesville and these large tracts of undeveloped land are becoming the focus of considerable development interest. State Road 26 bisects Newberry’s central business district (CBD), where it becomes a two-lane cross section, and continues to the Alachua/Gilchrist county line, which acts as the city’s municipal boundary. As a result of its location and accessibility, many residents rely on SR 26 as the major thoroughfare for daily and extended travel. The City of Newberry is interested in preserving its small town character as it expands, in part by promoting continued development of a dense and interconnected street network and by managing access to SR 26. Newberry is particularly concerned about the impacts of a proposed SR 26 expansion on its downtown area and is currently the subject of a by-pass study.

Another small town on the corridor is the City of Trenton, which lies west of Newberry in Gilchrist County. Despite its relatively small size, Trenton has experienced several requests for major developments. Over the last four years, Trenton has annexed several hundred acres of Gilchrist County planned for development. Development in and near the city has impacted current LOS on SR 26 in the Trenton downtown area. As a result, the [Department of Community Affairs \(DCA\)](#) found proposed comprehensive plan amendments to accommodate these developments in non-compliance. The City continues to work with DCA to resolve these issues.

Rural

The segment of SR 26, which lies just west of Newberry in Gilchrist County, is a rural community with low growth rates and a small planning and zoning staff. Portions of the

county are considered “flats,” or wetlands, and pose a natural barrier to development along the SR 26 corridor (See Figure 7). Currently, these portions of the county remain undeveloped. The location of the wetlands direct development toward undeveloped areas to the west of Trenton and Newberry.

These environmental limitations have directed much of the growth towards north-south county roads through the region, which run perpendicular to SR 26. A major development of regional impact (DRI) has been proposed in this area extending into the City of Newberry, and would include commercial and industrial development. The slower growth on SR 26 in Gilchrist County provides an opportunity for policies and regulations aimed at reducing future access problems on the corridor.

FDOT PLANS AND POLICIES

Access Management Requirements

In 1988, the Florida Legislature adopted the State Highway System Access Management Act, [Chapter 335.18, F.S.](#), in response to intensive development pressures and growing congestion on state highways. The state access management program is carried out through two administrative rules. Rule [Chapter 14-96](#), State Highway System Connection Permits Administrative Process, governs permitting and addresses application and permitting procedures, permit requirements, and permit modifications or conditions. Rule [Chapter 14-97](#), State Highway System Access Management Classification System and Standards, governs access classification of highways and provides spacing standards for driveways, median openings, and signals.

The SR 26 corridor study area has an access classification of 3, 5 or 6, depending upon the segment (Figures 8 and 9). Standards for these access classifications are provided in Table 1. As indicated in Figure 8, the segment of SR 26 bisecting Newberry’s central business district is classified as access class 6. Because the posted speed limit along that portion of SR 26 varies between 30 - 60 mph, the minimum access spacing ranges from 245 to 440 feet. Residential and agricultural segments to the east and west of the central business district are access class 3, requiring connections to be spaced a minimum of 440 to 660 feet apart depending on posted speeds. The SR 26/I-75 interchange area is designated as an access class 5 with a posted speed of 45 mph, which assigns a minimum access spacing of 245 feet in this area.

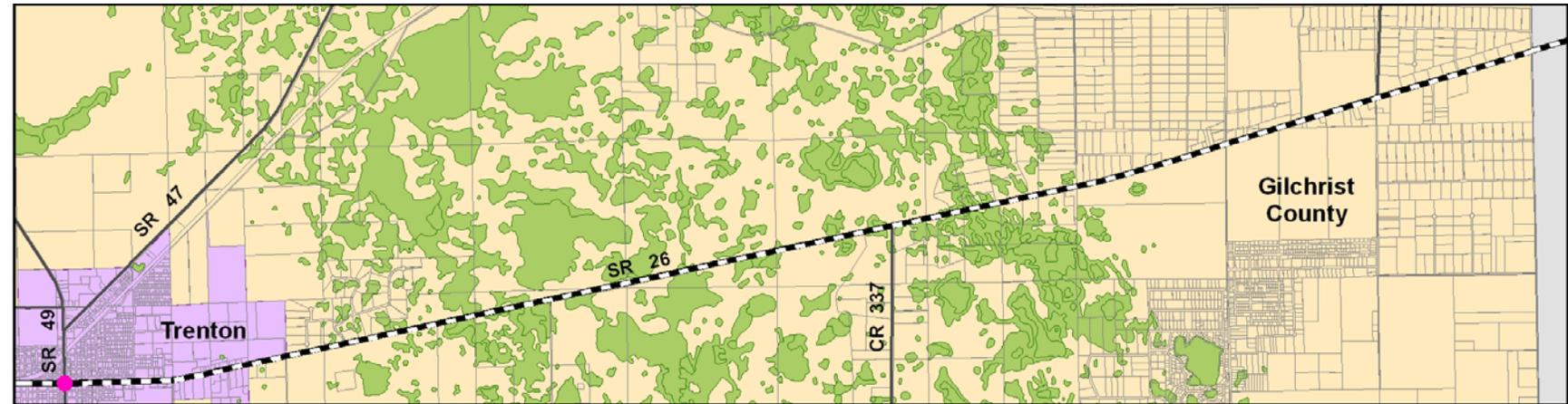
Table 1. FDOT Access Classification System and Standards

Access Class	Medians*	Connection Spacing		Median Opening Spacing		Signal Spacing
		> 45mph	≤ 45 mph	Directional	Full	
3**	Restrictive	660	440	1320	2640	2640
5	Restrictive	440	245	660	2640/1320	2640/1320
6	Non-Restrictive	440	245			1320

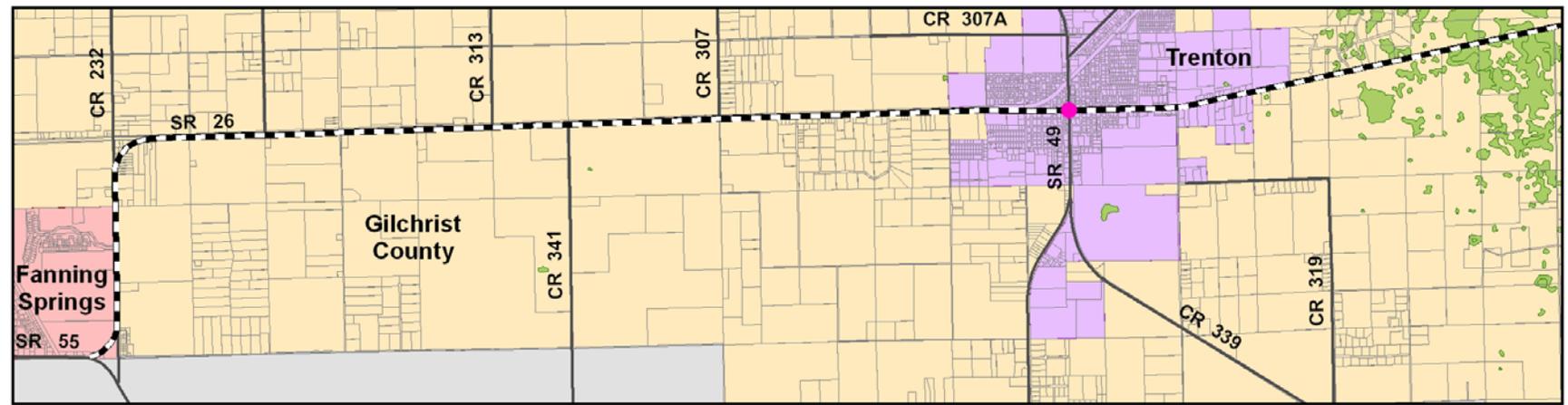
* A "Restrictive" median physically prevents vehicle crossing. A "Non-Restrictive" median allows turns across any point.

** Required classification for all Florida Intrastate Highway System facilities

Figure 7. Wetlands in Gilchrist County



0 0.5 1 2 Miles

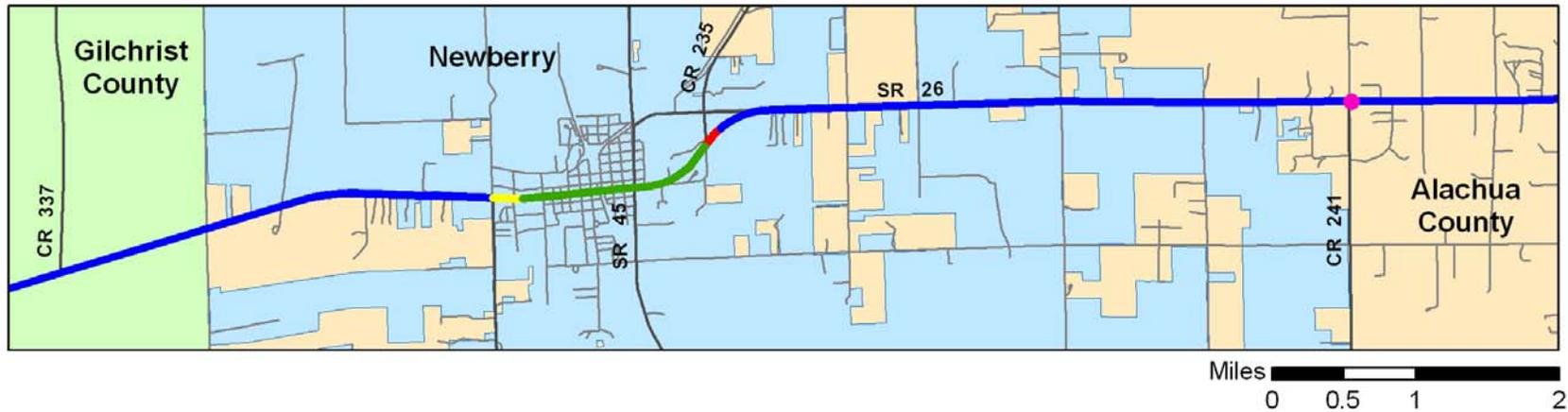
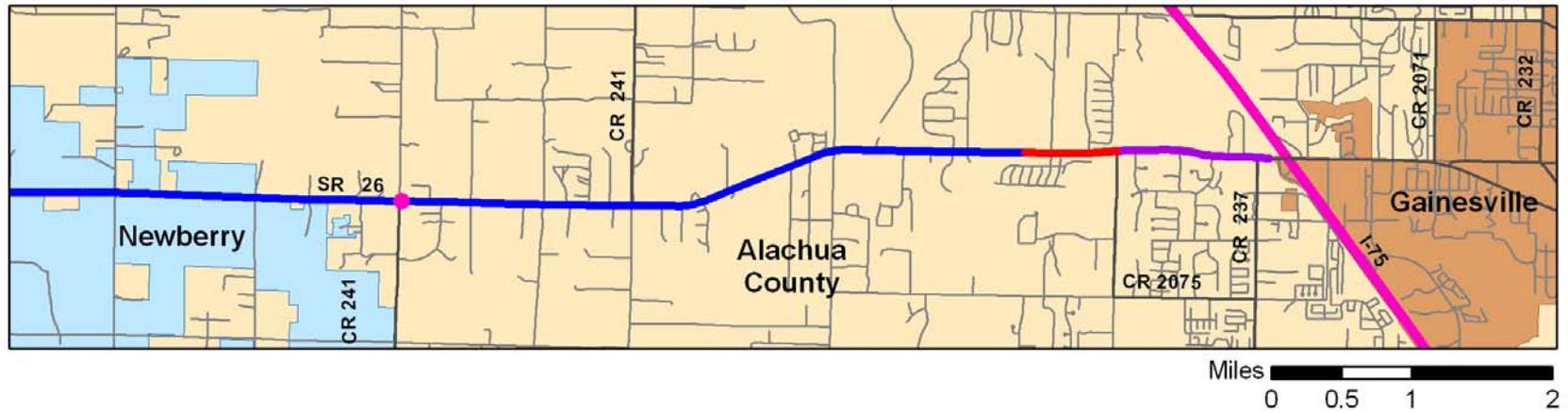


0 0.5 1 2 Miles

- Wetlands
- City of Fanning Springs
- Gilchrist County
- State Road 26
- City of Trenton
- Neighboring Counties
- Major Roads



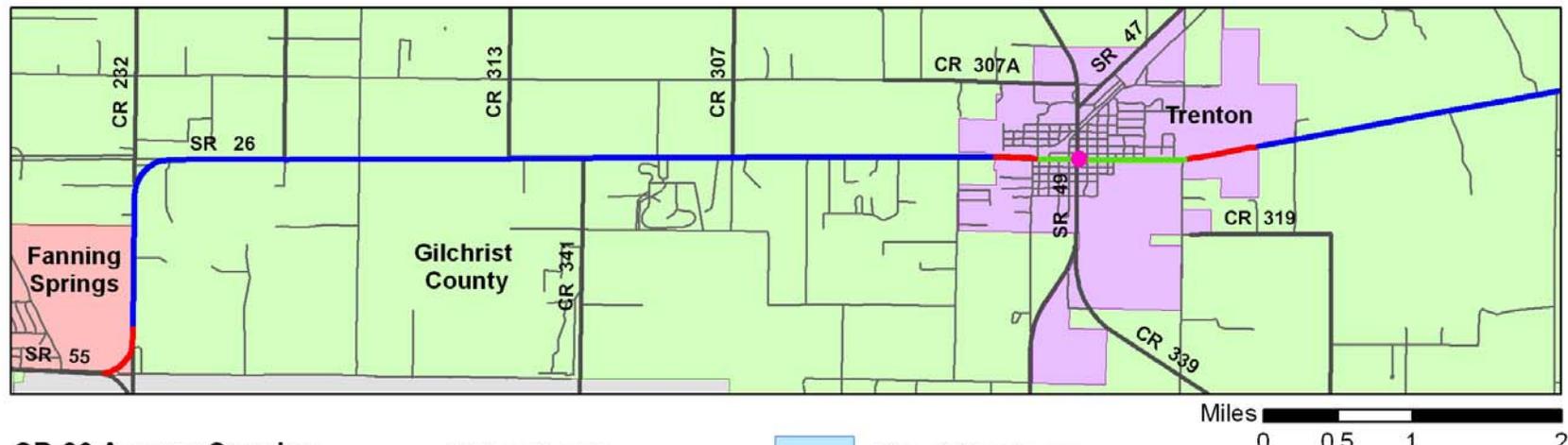
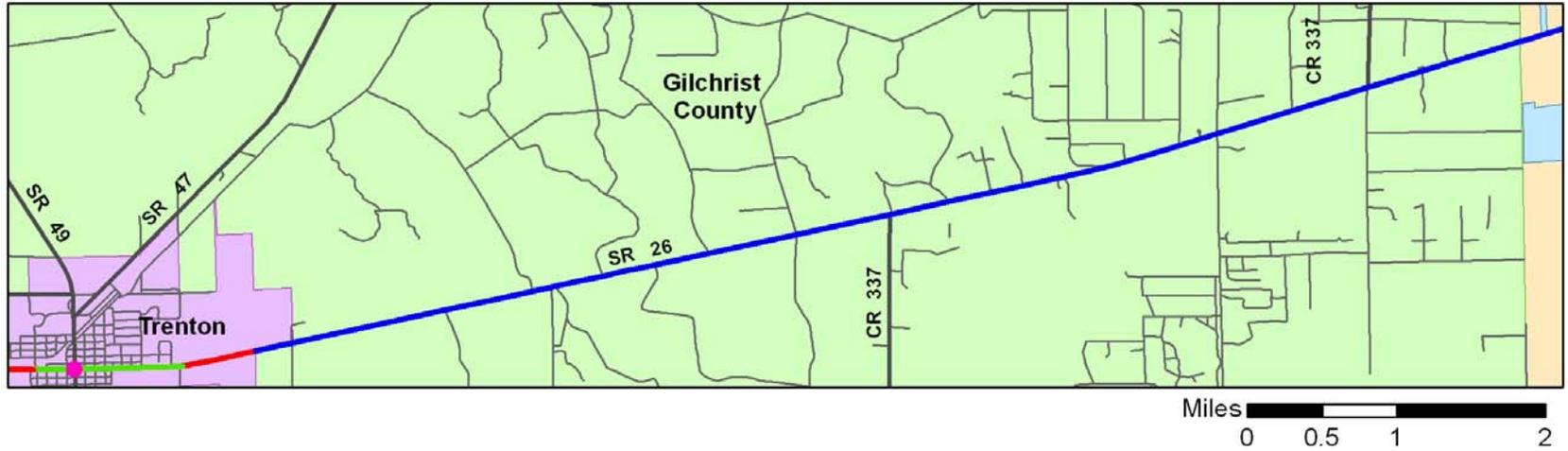
Figure 8. Access Spacing in Alachua County



- SR 26 Access Spacing**
- Major Roads
 - Interstate 75
 - Class 3, 440 feet
 - Class 3, 660 feet
 - Class 5, 245 feet
 - Class 6, 245 feet
 - Class 6, 440 feet
 - City of Newberry
 - Alachua County
 - City of Gainesville
 - Gilchrist County



Figure 9. Access Spacing in Gilchrist County



- | | | |
|-----------------------------|-------------------------|------------------|
| SR 26 Access Spacing | — Major Roads | City of Newberry |
| — Class 3, 440 feet | City of Fanning Springs | Gilchrist County |
| — Class 3, 660 feet | City of Trenton | Alachua County |
| — Class 5, 245 feet | | |
| — Class 6, 245 feet | | |
| — Class 6, 440 feet | | |



All developments needing access to the State Highway System must obtain an access permit from FDOT in accordance with Rule 14-96. The FDOT may stipulate conditions or additional requirements that must be met by the applicant/property owner before an access permit is issued. Permit conditions may be recorded with the deed where cross access agreements or other applicable conditions apply.

Planned or Programmed Improvements

The [Florida Department of Transportation's \(FDOT\) 5-year Work Program](#) includes several planned improvements to the SR 26 corridor. These planned improvements range from resurfacing to intersection alignments to the addition of turn lanes. Table 2 summarizes the planned improvements scheduled for SR 26 in the FDOT 5-year Work Program.

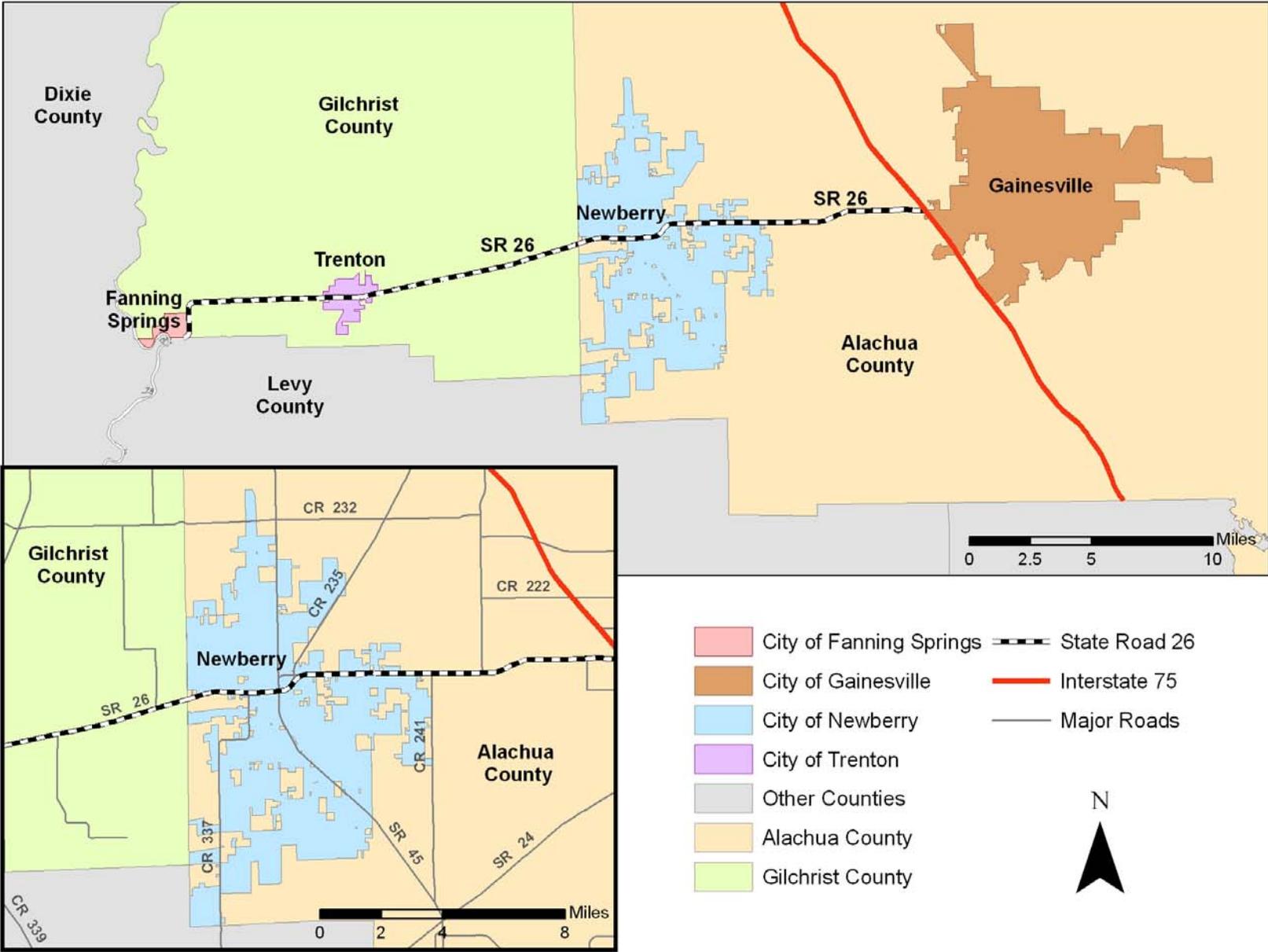
Table 2. Planned Improvements to SR 26 in the FDOT 5-year Work Program

Location	Planned Improvements
SR 26 at CR 1469 East of Orange Heights	Add Left Turn Lane(s)
SR 26 at SR 222 and at CR 234	Intersection (Minor)
SR 26 at NW 48th St.	Signalization
SR 26 from Gilchrist County Line to SR 45(US41)	Resurfacing
SR 26 from 14th St. to US 301	Resurfacing
SR 26 from SR 26A East (Stadium Dr.) to SR 24 (Waldo Rd.)	Resurfacing
SR 26 Corridor from Gilchrist County Line to CR 26 A East of Newberry	Study for Future Capacity*
SR 26 between 43rd St. and 39th St.	Add Left Turn Lane(s)
SR 26 from NW 107th Ter. to NW 80th Blvd.	Resurfacing
SR 26 A from SR 26 West to SR 26 East	Flexible Pavement Reconstruction

* The SR 26 by-pass is one of the future capacity options under study

Among the projects listed in the Work Program is a PD&E study to gather data and assess the impact of widening existing segments of SR 26 in Alachua and Gilchrist counties. Due to concerns over community impacts on small towns in the area, specifically Newberry and Trenton, the focus of the study expanded from widening SR 26 to the consideration of developing limited access by-pass alternatives in these areas (see Appendix B for map of by-pass). Many of the alternatives would direct traffic around the cities of Newberry and Trenton.

Figure 10. City of Newberry



CITY OF NEWBERRY

Community Vision

In 2006, the City of Newberry conducted a visioning process with the help of Florida A&M University's School of Architecture. A goal of the visioning process was to identify aspects of the city's character that citizens prefer, and to develop a visual depiction of those design elements so they may be reinforced through public policy, funding, and other mechanisms.



As part of the process, participants identified issues within the study area affecting the community. A primary issue was the desire to revitalize Newberry's downtown area to boost the community's economic health and quality of life, reduce sprawl, protect property values, and increase the community's options for goods and services. Citizen goals that emerged from the visioning process were to preserve the city's small-town character, complement the existing historic architecture, enhance the existing pedestrian orientation, encourage streetscape design, and communicate the community's vision for revitalizing the existing core area.

Adoption of a downtown overlay district was suggested as one means to achieve these goals. Other suggested methods included creating public/private partnerships, focusing on developing the unique qualities of downtowns, maintaining and developing genuine public spaces, and securing multiple sources of funding. Specific implementation strategies and tools included the following:

- implementing the guidelines through preparation and adoption of zoning provisions that deal directly with the town center's development;
- adopting an Official Plan Amendment that references general guidelines to ensure that the physical elements of development occur in a manner that maintains and improves the built environment;
- the guidelines can form the basis for a revitalization strategy for public right-of-way enhancement and for small infill projects; and,
- in order to evaluate new construction, the City could adopt a formal checklist of desired elements to ensure that the preferred character is pursued.

Growth Management Considerations

In 2005, the Florida Legislature amended the Growth Management Act to provide certain requirements and incentives for communities that adopt a community vision "that provides for sustainable growth" and an urban service area boundary (USB).² Among other criteria, a USB "must be appropriate for compact, contiguous urban development within a 10-year planning timeframe," including a financially feasible capital improvements element for the 10 year plan.

² Section 163.3177(13) and (14) F.S.

Local governments that have met the legislative requirements for community visioning and the urban service area boundary may amend their plan within the USB without state or regional agency review ([§163.3184\(17\) F.S.](#)).³ Newberry is currently working toward DCA approval of its vision and USB for this purpose, as one of DCA’s nine pilot communities. Of relevance to SR 26 is the need to develop “strategies to provide mobility within the community and to protect the Strategic Intermodal System, including the development of a transportation corridor management plan under [s. 337.273](#)” ([§163.3177\(13\)\(c\) 5 F.S.](#)). This study is an important step toward fulfilling that requirement. Local governments with an approved USB may also approve DRIs within the USB, where they have entered a binding agreement with adjacent jurisdictions and FDOT on mitigation of impacts on state and regional transportation facilities, and have adopted a proportionate share methodology for developer contributions ([§380.06\(24\)\(1\)](#)).

Comprehensive Plan

The City of Newberry’s Comprehensive Plan (plan) was initially adopted in November 1991 and most recently amended in March 2005. The plan includes several policies to direct development within the city’s urban services area and to prevent urban sprawl (Objective II.4). In 2005, the City conducted workshops and public meetings to create a USB with the goal of creating a multimodal community while preserving the city’s small-town character. Plan policies also encourage coordination with FDOT in planning to address traffic concerns in the city.

Plans and Policies Related to SR 26

The plan includes policies aimed at improving constrained roadways, which are defined as “a road on the State Highway System that will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.” An issue of relevance to this item is that in 2006 FDOT proposed amendments to Rule 14-94 “Statewide Minimum Level of Service Standards,” which establishes criteria for FDOT review of comprehensive plans, developments of regional impact, and other developments that impact the State Highway System. The rule requires local governments to abide by FDOT LOS standards for SIS and FIHS highways and eliminates definitions for constrained and backlogged roadways. However, local governments may seek a variance to the adopted level of service standard for the SIS as indicated by the following footnote in the Rule:

“It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to [Section 120.542, Florida Statutes.](#)”

³ Exemptions from state and regional agency review of plan amendments also apply to rural land stewardship areas created under Section 163.3177(11)(d) and to urban infill and redevelopment areas created under Section 163.2517, F.S. They do not apply to text amendments (to goals, objectives or policies), or to areas of critical state concern or amendments that would increase residential densities in high hazard coastal areas.

SR 26 currently exceeds the adopted level of service C on the two-lane cross section in Newberry's downtown area. Because nearly all developments in the area would place some trips on SR 26, the City is facing a concurrency moratorium on development until a solution can be devised. City efforts to address the situation through concurrency alternatives, such as a multimodal transportation district (MMTD) or a transportation concurrency exception area (TCEA), have not met with State approval due to the potential impacts on the SIS.

As an alternative to widening SR 26 through Newberry's downtown area, the FDOT is currently evaluating the potential for developing a new limited access by-pass around the city. A temporary lane option is currently being employed by the City which involves using the on-street parking lanes to accommodate peak directional movements. In addition, the City is seeking to improve its land development regulations to support access management on SR 26, and to develop a parallel reliever system and improved transportation network to better accommodate the impacts of development.

Toward that end, the City requested that the Florida Department of Community Affairs (DCA) assist with efforts to improve the transportation network and develop a compact, integrated transportation system. The City also hired consultants to conduct a transportation study that will help the City develop a future traffic circulation plan and provide recommendations on parallel access routes and methods to expand the City's existing road network. In addition, the City requested CUTR propose potential corridor alignments to relieve conditions on SR 26 and improve access along the corridor.

The City is working with the development community to fund a by-pass of the downtown area. Staff indicate that the ROW needed for the by-pass could be provided by property owners that support the by-pass and who recognize the concurrency problem presented by current conditions. Staff further indicated that many property owners are willing to provide access rights in exchange for connections west of downtown Newberry near a large phased mixed-use DRIs that has been proposed in the north and west quadrants of Newberry.

Access Management Policies

Newberry establishes access control measures in Policy II.1.2 of the plan. This policy requires conformance with FDOT access management requirements for state roads, and establishes the minimum distance between access points per property or development on county roads. This policy is provided below.

Policy II.1.2. - The City shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan and the following requirements for county roads:

- a) Permitting 1 access point for ingress and egress purposes to a single property or development;

- b) Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet;
- c) Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or,
- d) Permitting more than 3 access points where a minimum distance of 1000 feet is maintained between each access point.

The future land use element of the comprehensive plan establishes access and connectivity standards pertaining to planned residential developments. These policies provide that internal roads within planned residential developments must be “located in order to minimize the number of access points to external roadways.” Proposed subdivisions that include an existing street are required to make street improvements to conform to the City’s land development regulations.

Land Development Regulations

Access Management Regulations

Section 4.2.3 of the Newberry Land Development Regulations (LDRs) addresses access management. The section states that “...the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street.” This approach is applied to county roads. For state highways, the code defers to FDOT requirements and requires access to “be in conformance with Chapters 14-96 and 14-97, Florida Administrative Code.”

Connection permits (called “curb break” permits) must be obtained from the Land Development Regulation Administrator. Individuals requesting access to state or county roads must obtain additional permits from the State or County.

The land development code reiterates the connection permitting requirements for county roads detailed in Policy II.1.2 of the City’s comprehensive plan. Each property is allowed a minimum of one connection for ingress/egress onto a public street. Properties with access points spaced a minimum distance of 20 feet apart may be permitted two connections. Three connections may be permitted for properties with a minimum spacing of 100 feet between breaks. More than three connections may be permitted from single property or development where the minimum spacing equals or exceeds 1,000 feet.

Special connection (curb break) regulations are applied to commercial-automotive uses under §4.2.6.4. Under this section, commercial-automotive uses may have up to two connections for every 150 feet of frontage with a maximum connection width of 30 feet, excluding transitions. Connections must be a minimum of 15 feet from the right-of-way line of any intersection and any other property line. A minimum distance between site connections of 20 feet is also required.

Newberry limits or prohibits the location of connections under certain circumstances, which include connections:

- inside the radius return of an intersection;

- less than 10 feet from the intersection of right-of-way lines; or,
- less than five feet from any interior property line.

Connection widths (known as curb break widths) are governed by §4.2.3.2 of the LDRs. The minimum allowable connection width in Newberry is 12 feet. Planned shopping centers, industrial developments, and multiple family developments with parking for more than 300 vehicles must have a curb width between 24-60 feet. Connections for residential uses must be between 12-24 feet wide.

Subdivision Regulations

Newberry’s LDRs define a subdivision as “the division of a parcel of land, whether improved or unimproved, into three or more lots or parcels of land” and further delineates between major and minor subdivisions. Minor subdivisions refer to subdivisions of three parcels or less, which do not:

- require construction of new roads, extension of local government facilities or creation of public improvements;
- adversely affect the remainder of the parcel or adjacent property; or,
- conflict with any provision or portion of the plan or land development regulations.

By definition, lots within a minor subdivision must obtain access from existing streets.

Major subdivisions are defined as subdivisions “consisting of 4 or more lots and/or requiring construction of a new road or extension of local government facilities, or the creation of any public improvements.” Section 5.26.3.3 states that the City Commission may limit the access of any subdivision bordering on or containing an existing street through one of three methods:

- prohibit access to the existing road, divide lots to back onto the existing street and provide a screening strip of land near the rear of the property line (aka reverse frontage subdivision);
- provide a marginal access street, with suitable access points, which is separated from the existing street by a grass strip (aka residential frontage road); or,
- design a series of cul-de-sacs and u-shaped streets to connect with the existing street at right angles with each proposed roadway spaced at least 1,000 feet apart.

Newberry has no minimum lot frontage requirement for commercial or industrial zoning classifications. Minimum lot frontage requirements for agricultural land are 270 feet (5 acre minimum lot size) and the minimum lot frontage ranges from 50 to 100 feet for property zoned for single family or multi-family residential use. Minimum lot frontage requirements for mixed use and planned developments vary by zoning plan. Table 3 indicates lot area and frontage provisions for zoning classifications.

Double frontage and reverse frontage lots are prohibited in Newberry. Exceptions are provided where needed to separate residential developments from an arterial or collector roadway or to overcome disadvantages in topography and orientation.

Table 3. Minimum Lot Area and Width Requirements (Newberry)

Zoning Classification		Minimum Lot Area	Minimum Lot Frontage (feet)
Code	Description		
Rural/Agricultural			
CSV	Conservation	none	none
A	Agricultural	5 acres	270
Residential			
RSF-1	Residential, Single Family	20,000 sq ft	100
RSF/MH-1	Residential (Mixed) Single Family/Mobile Home		
RMH-1	Residential, Mobile Home		
RSF-2	Residential, Single Family	10,000 sq ft	85
RSF/MH-2	Residential (Mixed) Single Family/Mobile Home		
RMH-2	Residential, Mobile Home		
RSF-3	Residential, Single Family	7,500 sq ft	50
RSF/MH-3	Residential (Mixed) Single Family/Mobile Home		
RMH-3	Residential, Mobile Home		
RMH-P	Residential, Mobile Home Park	10 acres	400
RMF -1,2	Residential, Multiple Family	16,335 sq ft	80 ft
Mixed/Planned Development			
MU	Mixed Use Development	none	Determined by Zoning Plan
PRD	Planned Residential Development	5 acres	
PRRD	Planned Rural Residential Development	5 acres	
Commercial			
CN	Commercial, Neighborhood	none	none
CH	Commercial, Highway	none	none
CG	Commercial, General	none	none
C -CBD	Commercial, Central Business District	none	none
CI	Commercial, Intensive	none	none
CA	Commercial, Automotive	none	none
Industrial			
ILW	Industrial, Light and Warehousing	none	none
I	Industrial	none	none

Street Network and Connectivity

Current LDRs prohibit dead-end streets in proposed subdivisions; instead, applicants must construct new roads to provide for the continuation of arterial and collector streets between proposed subdivisions and adjacent properties. Toward that end, Newberry requires proposed subdivisions adjacent to undeveloped land to provide right-of-way to the property line of the subdivision and stub streets, unless future extension is clearly impractical or undesirable (§5.26.1.3 and 5.26.3.8). Stub streets of 250 feet or less must include temporary T- or L-shaped turnabouts; whereas, stub streets in excess of 250 feet require temporary cul-de-sac turnabouts. Land outside the typical right-of-way used to create temporary turnabouts reverts to the abutting landowners when streets are extended. Owners of proposed subdivisions are required to pay for stub street restoration to the original cross-section design and street extensions.

In addition, local regulations require new developments abutting section lines to dedicate right-of-way (ROW) and/or build the street in an effort to continue and improve the street network. Dedication requirements vary based on conditions stipulated in §5.26 of the land development regulations as follows:

Section 5.26.1.4 - When a development lies along one side of a section line and no road or dedicated right of way exists along the opposite side of the section line, the subdivider shall:

- a. Dedicate the required right of way and install no improvements. However, no lots, tracts or parcels shall require access from such an unimproved right of way; or
- b. Construct a full road section on 80-foot (minimum) right of way and incorporate such road into street system or the development.

Section 5.26.1.5 - When a development lies along one side of a section line and there exists previously dedicated unimproved right of way, the subdivider shall:

- a. Dedicate the required right of way and install no improvements. However, no lots, tracts or parcels shall require access from such unimproved right of way; or
- b. Construct a full road section centered on the right of way centerline or as right of way configuration requires and incorporates such road into street system for the development.

Section 5.26.1.6 - When a development lies along a section line and there exists a roadway constructed along the opposite side of the section line, the subdivider shall:

- a. Dedicate the required right of way and not utilize the existing roadway to serve the development; or
- b. Dedicate the required right of way and utilize the existing roadway or further improve such roadway to serve the development.

Improvements are based on a schedule that establishes minimum ROW and pavement (referred to as “wearing surface”) requirements for arterial, collector, and local streets, as well as a category called “marginal access streets.” The ROW requirement for local and marginal access streets is 60 ft, except for non-residential subdivisions on lots larger than one acre, which must dedicate 80 feet of ROW. In addition to improvements along section lines, proposed residential and commercial or industrial subdivisions including an existing street not on a section line are required to improve that street according to the same schedule; however, this requirement does not apply to abutting streets that are not connected with the proposed subdivision's street system.

Minimum ROW and improvement requirements for arterial streets are 100 feet of ROW, two 24-foot wearing surfaces, and a 20-foot median. Large subdivisions expected to generate average daily traffic greater than 7,000 vehicles must install an additional 24-foot wearing surface. Collector street improvements include a minimum ROW requirement of 80 feet and a 36-foot wearing surface. Developments abutting or containing a new arterial or collector roadway must dedicate additional right-of-way for parallel bicycle ways and/or lanes according to standards in the FDOT Bicycle Facilities Planning and Design Handbook. In addition, all new structures must provide a minimum setback of 75 feet from the centerline of the ROW for new or realigned arterial and collector roads.

Activity Center/Planned Development

Several access-related policies in Newberry hinge on the zoning of a development. Three types of planned developments in Newberry include:

- planned rural residential developments (PRRD);
- planned residential developments (PRD); and,
- mixed use developments (MU).

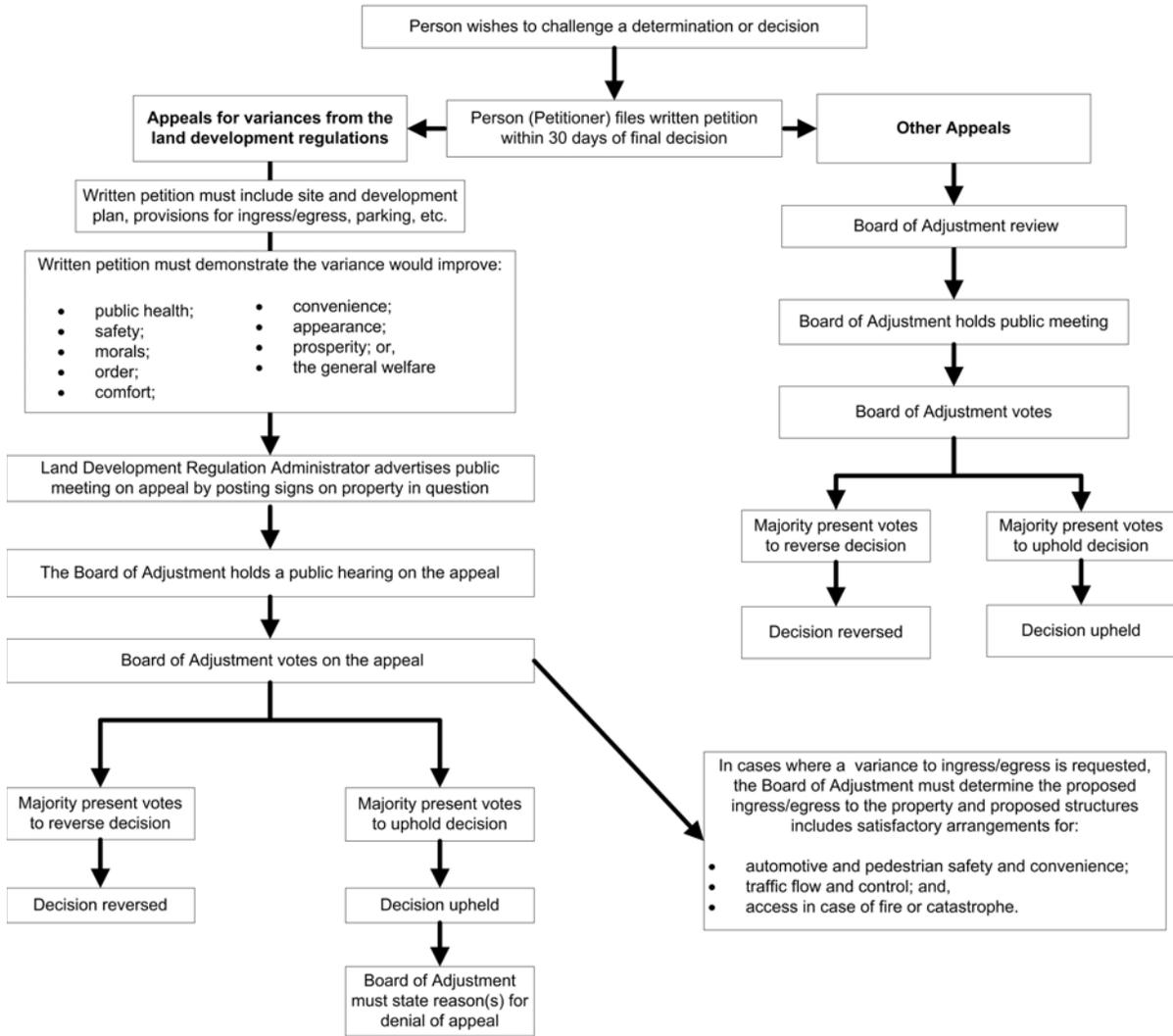
In Newberry, MUs are lands planned and developed in a single development or an approved, programmed series of developments for a mixture of residential, commercial, recreational and public use. PRRDs are residential developments with a minimum overall density of 1 dwelling unit per 5 acres located in agriculturally zoned areas; whereas, PRDs have their own zoning district and are permitted in urban areas. The density and intensity levels for PRDs must be compatible with numerous factors, including “the suitability of the access to and suitability of transportation arteries proposed within the PRD and existing external transportation systems and arteries.”

Planned developments are required to obtain preliminary master plan approval from the Land Development Regulation Administrator. Each master plan layout must include a map detailing arterial and collector streets, thoroughfares, local access streets, and interior traffic circulation. The LDR establishes external and internal connectivity provisions for all planned developments. According to the LDRs, planned developments must design streets, thoroughfares, and access ways to promote traffic circulation. Toward that end, all planned developments must provide external access to an arterial or collector road; however, PRDs and MUs may connect to minor streets if the developments are not anticipated to adversely affect traffic (§4.20.11). All planned developments must provide internal access through publicly or privately maintained roads. A PRRD must provide direct access to a major street (arterial or collector).

Variances and Appeals

Individuals wanting to challenge a land development decision must file a written appeal within 30 days. Appeals for special exceptions or variances from the LDRs must include plan documents and demonstrate how the exception or variance would improve the health, safety, or general welfare of the public. The Planning and Zoning Board reviews and makes recommendations to the Board of Adjustment on submitted appeals. After reviewing the recommendation and holding a public meeting, the Board of Adjustment votes to reverse or uphold the appeal. Prior to making a determination on special exceptions or variances for ingress/egress to a property, the Board of Adjustment must decide if “satisfactory arrangements” for automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe have been made. The appeals process is detailed in Figure 11.

Figure 11. Newberry Variance Process



General Comments

1. The City of Newberry has extensive regulations aimed at promoting street network development and connectivity. Proposed subdivisions adjacent to undeveloped land must extend ROW to the property line and provide stub streets for connection to future development. The City’s regulations for planned developments provide an effective mechanism for promoting external and internal connectivity and development of a street network and unified site access system. In addition, the City requires developments along section lines and those that include an existing street to dedicate ROW for improving that street. Such requirements are important to the development of a supporting street system and can help improve mobility while alleviating the need for individual direct access to SR 26 and other major arterial roads. However, the City should use caution in implementing ROW dedication

requirements to assure that any ROW dedication is roughly proportionate to the impacts of each development.

2. Current land development regulations and comprehensive plan policies require conformance with FDOT access management requirements for state roads. This practice helps to strengthen coordination of local development activities with FDOT access permitting.
3. The City applies spacing to local roads based on the length of property frontage, with special criteria for gas stations. This approach establishes limits on the number of connections per site, but fails to assign access spacing standards to roadways based on their level of importance to mobility. The City should establish spacing standards by type of roadway that defer to those of FDOT for state highways and that are consistent with those of Alachua County for County-maintained thoroughfares (see also Alachua County general comments.)

4. Current regulations prohibit connections in the physical area of an intersection. However, the regulations allow connections directly outside the physical area inside the functional area of the intersection. “The functional area of an intersection is the area beyond the physical intersection ... that comprises decision and maneuver distance, plus any required vehicle storage length⁴” Figure 12 illustrates physical and functional areas of an intersection.

Figure 12. Functional Area of an Intersection

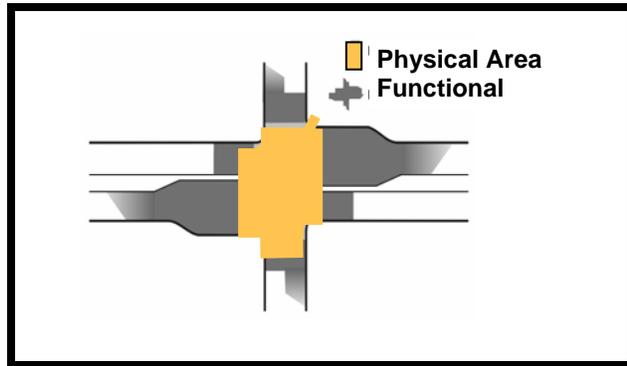


Figure 12 illustrates physical and functional areas of an intersection. Allowing connections in the functional area of an intersection creates serious safety hazards and should be removed from current land development regulations. Corner clearance standards are typically the same as access connection spacing standards. Therefore the City could continue to defer to the spacing standards of FDOT on state highways for this purpose and those of Alachua County for county-maintained thoroughfares. In addition, the City should enforce improved corner clearance on locally maintained roadways.

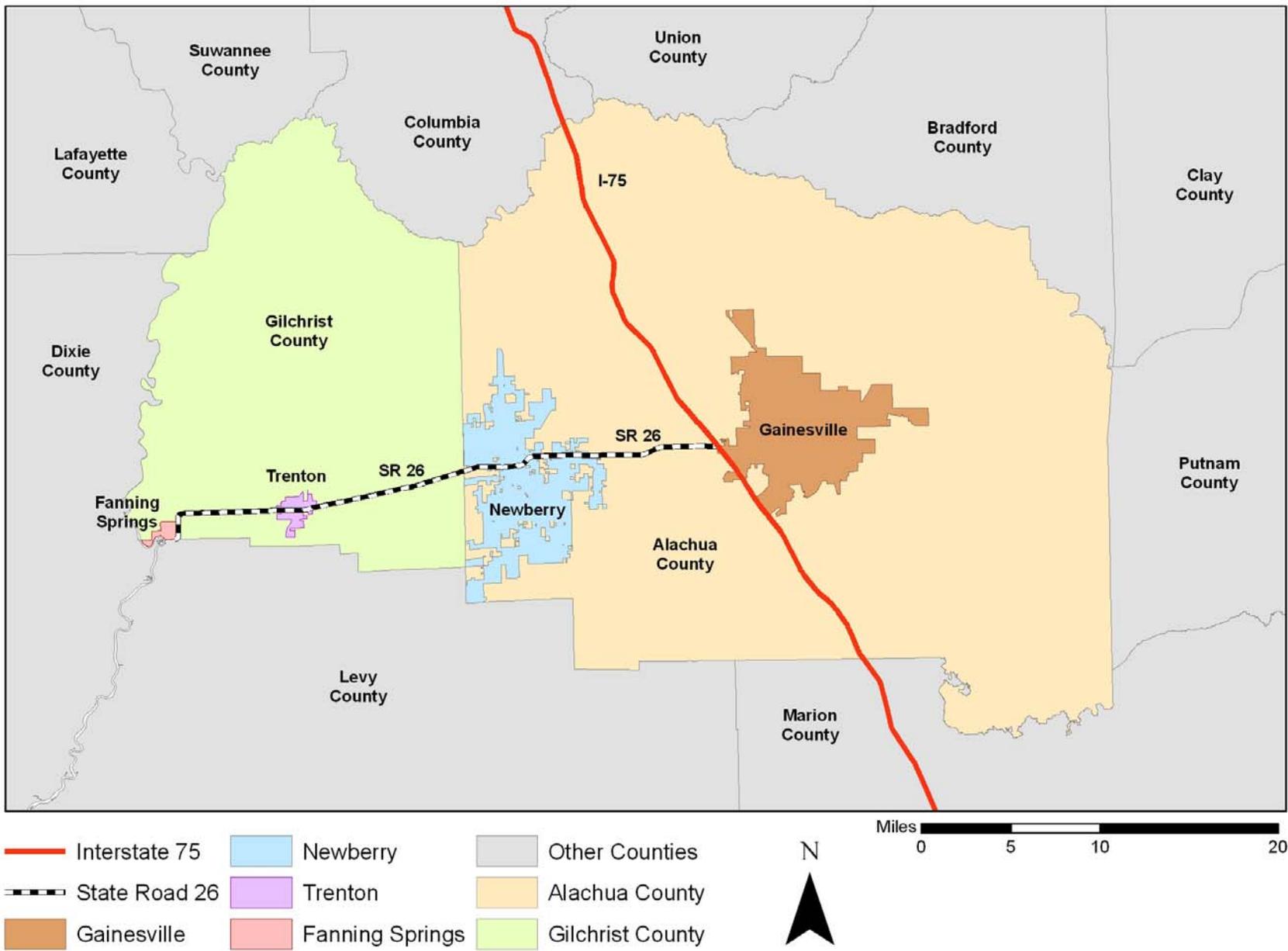
5. The City’s subdivision regulations provide for minor and major subdivision review. The definition of a subdivision has few lot split exemptions and therefore helps to avoid unplanned subdivisions and access problems. Double frontage lots are also prohibited, except where needed to accommodate reverse frontage subdivisions on

⁴ Source: *Access Management Manual*, Transportation Research Board, National Academy Press: Washington, D.C., 2003.

major roads. Suggestions for consideration are to incorporate restrictions on flag lots as well.

6. The City has established additional conditions for the determination of variances to access requirements. The Board of Adjustment must decide if “satisfactory arrangements” for automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe have been made. However, clarification is needed in the land development regulations as to what constitutes a “satisfactory arrangement.”
7. Newberry lacks minimum lot frontage requirements for commercial and industrial zoning classifications. Minimum lot frontage requirements for agricultural land are 270 feet (5 acre minimum lot size). This can result in lot splits on SR 26 with small frontages that increase access problems. Some method for prohibiting creation of new lots that fail to meet access spacing is suggested. Such a method could allow smaller lot frontages where properties obtain access from an internal road.

Figure 13. Corridor Overview



ALACHUA COUNTY

A segment of SR 26 lies between the City of Newberry in the west and the City of Gainesville to the east, within an unincorporated portion of Alachua County. Recently, this area has experienced an increase in development activity. Traffic generated by the developments directly and indirectly affecting SR 26 has created concerns about how the transportation impacts are assessed.

In October 2006, the Board of County Commissioners met to discuss a concurrency management and proportionate share ordinance and requested that county staff provide alternatives to existing transportation study methodologies. In particular, the Board wanted an alternative that would ensure the impacts from smaller developments and developments on collector roadways that link to arterials, such as SR 26, would be adequately addressed. Below is an overview of the existing policy and regulatory context for managing development and access along this section of the corridor.

Comprehensive Plan

Access Management Policies

[Alachua County's Comprehensive Plan](#) (plan) includes several policies on coordinating land use decisions and connection access locations to maintain and improve the efficiency and safety of the transportation system. These policies are outlined under objective 1.4 of the plan's transportation element and described briefly here.

Policy 1.4.1 requires controlled access to roadways to maximize the efficiency of the transportation network. The policy requires FDOT Access Management Classification System and Standards be incorporated in the Development Review Committee (DRC) plan review and approval process and requires development orders to meet minimum FDOT requirements.

Policy 1.4.2 states that the County shall incorporate provisions in the land development code that address the following access management issues:

- frontage roads;
- joint and cross access easement requirements;
- intersection/interchange location restrictions, including distance requirement for access cuts near intersections/interchanges;
- building setback requirements;
- design standards (i.e., acceleration/deceleration lanes, turning radii, signalization);
- intersection spacing standards;
- sight distance standards;
- incentives to mitigate poor traffic access/hazardous situations; and,
- the FDOT Access Management Classification System and Standards.

Policies 3.4.3 and 3.4.4 in the plan focus on transit access and encourage high transit trip generating land uses to locate in areas with access to an adequate transit system. The policies also encourage high density future developments to facilitate transit use through

site design features, such as pedestrian access to and from bus stops and bus pullouts designed for easy access onto the main line.

Alachua County addresses the importance of access management from a multimodal perspective in Policy 1.6.9 of the comprehensive plan's future land use element. Portions of the policy apply strictly to village centers. In Alachua County, Traditional Neighborhood Developments (TNDs) may exercise the option to include a village center, which "allows for limited mixed-use centers integrated into new residential neighborhoods or a combination of new and existing residential neighborhoods."

Policy 1.6.9 - Automobile facilities shall be designed to provide safe access to the development.

- a. Internal traffic circulation systems shall be designed with:
 1. traffic calming techniques to maintain safe multi-modal transportation.
 2. an interconnected street grid system allowing alleys.
 3. maximum use of common access drives, and
 4. convenient access to transit facilities.
- b. Points of ingress to and egress from the village center to arterial and collector roads carrying through traffic shall be minimized. A connector street system shall provide multiple linkages from the village center to local destinations, including neighborhoods, as an alternative to arterial and collector roads.
- c. All uses shall have a limited number of driveways.
- d. Street design shall produce small blocks.
- e. All commercial development shall provide vehicular, bicycle, and pedestrian connections to adjacent commercial development and to adjacent residential development, except where such connections are precluded by physical layout of existing development or environmental features.
- f. All residential development shall provide vehicular, bicycle, and pedestrian connections to adjacent residential development and to adjacent commercial development, except where such connections are precluded by physical layout of existing development or environmental features.

Policy 1.1.5a calls for implementing access management as a transportation system management strategy to maintain or improve adopted level of service standards. Item g of the policy states that "access management standards shall be incorporated in development plans during redevelopment or development expansion activity." During the development review process, proposed developments are reviewed to ensure access modifications and adequate, safe circulation on-site circulation, including pedestrian and bicycle facilities. Development plans are reviewed for consistency with policies in the comprehensive plan and FDOT access management standards (Policy 1.1.7, Transportation Element). In addition, Policy 1.1.7 requires that updates to the land development code include design criteria, standards and requirements to implement the policy.

Policy 1.2.4 indicates that when designating a Transportation Concurrency Exception Area (TCEA), the County must produce a transportation plan for the TCEA that

maintains mobility. Under the policy access management techniques are among mobility measures that must be employed in TCEAs. The access management techniques required for TCEAs include the:

- provision of cross access easement/connections or joint driveways, and
- closure of existing excessive, duplicative or unsafe driveways, or narrowing of overly wide connections at the development site.

Policy 1.2.5 states developments and redevelopments within a TCEA must mitigate transportation impacts based on a proportion of generated trips. Mitigation strategies include, but are not limited to, joint and cross access easements to reduce connections and construction of new road facilities, which provide for an interconnected network and relieve congestion.

ROW Policies

Alachua County's comprehensive plan also includes several policy statements supporting the acquisition and protection of existing and future ROW from development, including encroachment. These policies focus on ROW identification and ROW protection through the development review process, and are provided below.

Policy 1.5.1 - The Future Traffic Circulation Maps incorporated herein will be used to identify right-of-way needs along given traffic corridors.

Policy 1.5.2 - Alachua County shall protect existing and future rights-of-way through its development review process. Rights-of-way necessary for County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed developments or modifications are adjacent to state-maintained roadways. Alachua County shall encourage the FDOT to acquire rights-of-way necessary for state-maintained projects as soon as funds become available for such specific projects.

Policy 1.5.3 - Standards for roadway construction and development will be established as part of the land development regulations providing for the protection of existing and future rights-of-way and easements. This policy shall be applied through the County's Development Review process.

Policy 3.3.1 - Alachua County will coordinate with the City of Gainesville to establish future mass transit rights-of-way and/or corridors (such as exclusive mass transit lanes). Alachua County shall protect such future rights-of-way through its development review process. Rights-of-way necessary on County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed ROW are located on state-maintained roadways.

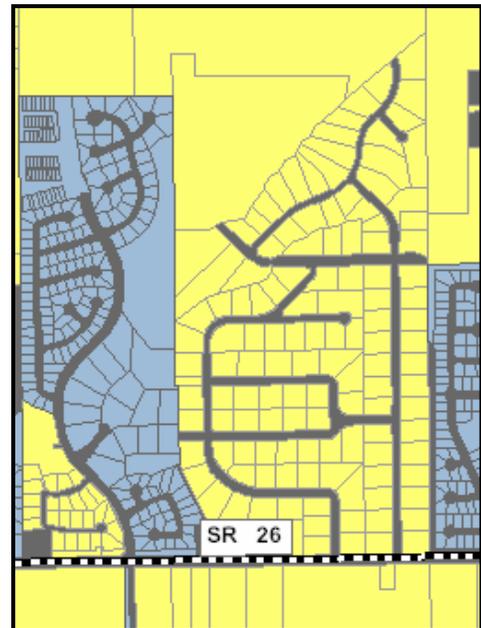
Connectivity Policies

Although the comprehensive plan has included policies promoting connectivity since 1991, many were not enforced until recently. One reason for the lack of enforcement was attributed to language used in previous policies that many developers used to circumvent the connectivity requirement. Another reason cited was coordination issues between County staff, government officials and developers. To address the lack of connectivity and growth-related demand on the SR 26 corridor and throughout the county, County planners currently are encouraging commercial cross access and connectivity between residential developments.

As a result of the lack of enforcement, several older residential areas lack connectivity between developments. The lack of collector and minor collector roads force trips onto SR 26 through the development's primary, and often only, access point. The lack of an integrated street network requires travelers to derive access from SR 26 for the majority of their daily trips even residents traveling to adjacent subdivisions. Connectivity is also an issue within developments. Many of the developments end in cul-de-sacs and lack a connected street network. Figures 14 and 15 demonstrate connectivity issues facing the County.

Previously, the County had planned for a parallel road system of collectors along the SR 26 corridor to help improve connectivity. However, the plans were removed from the traffic circulation element of the comprehensive plan and focus shifted to non-road building solutions to address demand. At present, the Alachua County Comprehensive Plan does not include plans for a parallel road network or an intersecting grid system to serve as a supporting street network for SR 26. However, the County is working to incrementally develop a parallel road system through the land development process and enforcement of existing comprehensive plan policies.

Figure 14. Connectivity Issues



Although policies towards a parallel road network are not in the comprehensive plan, county officials are attempting to include a parallel road network in the County's Long Term Concurrency Management Plan. County planners will present the Alachua Board of County Commissioners with a proportionate fair share ordinance in the November 2006 and a LTCMP draft in January 2007. As part of these documents, county officials will propose parallel roadways to the County Commission. Improvements proposed in these documents include:

- extending NW 23rd Ave./NW 32nd Ave. from NW 98th St. to CR 241/NW 143rd St. as a two-lane road (expandable to four lanes);
- expanding NW 23rd Ave. from NW 98th St. to NW 55th St. to four lanes;
- extending SW 8th Ave. from SW 122nd St. to SW 143rd St.;

- extending SW 8th Ave. from east of Tower Road to SW 20th Ave.; and,
- expanding SW 20th Ave. from the SW 8th Ave. extension to SW 43rd St. over I-75 to four lanes.

County officials are also coordinating with the City of Newberry on planning efforts to develop a parallel road network. Toward that end, planners are coordinating on the extension of NW 23rd Ave. /NW32nd Ave. and SW 8th Ave. from CR 241/143rd in to SR 45 and US 41 in Newberry.

Although not detailed explicitly in the comprehensive plan or land development regulations, the County has improved connectivity along SR 26 through the site development review process. Recent successes with internal connectivity include requiring developments, such as the Town of Tioga, to include roads supporting connectivity in the development. In Tioga, the developer was required to establish a parallel collector (SW 8th Ave.) to serve the development and reduce the number of trips on SR 26. In addition, the developer was to extend SW 8th Avenue as the area developed.

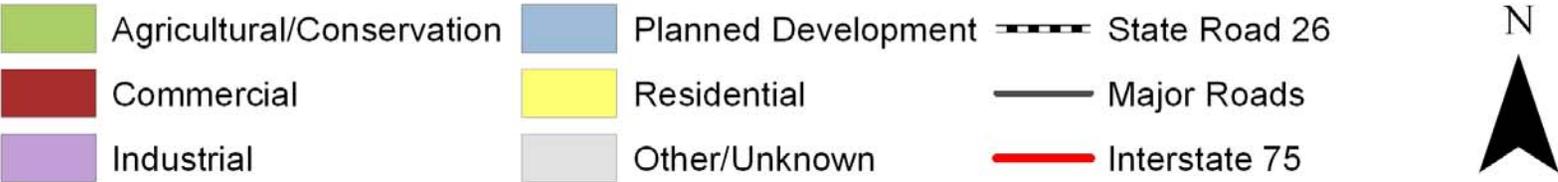
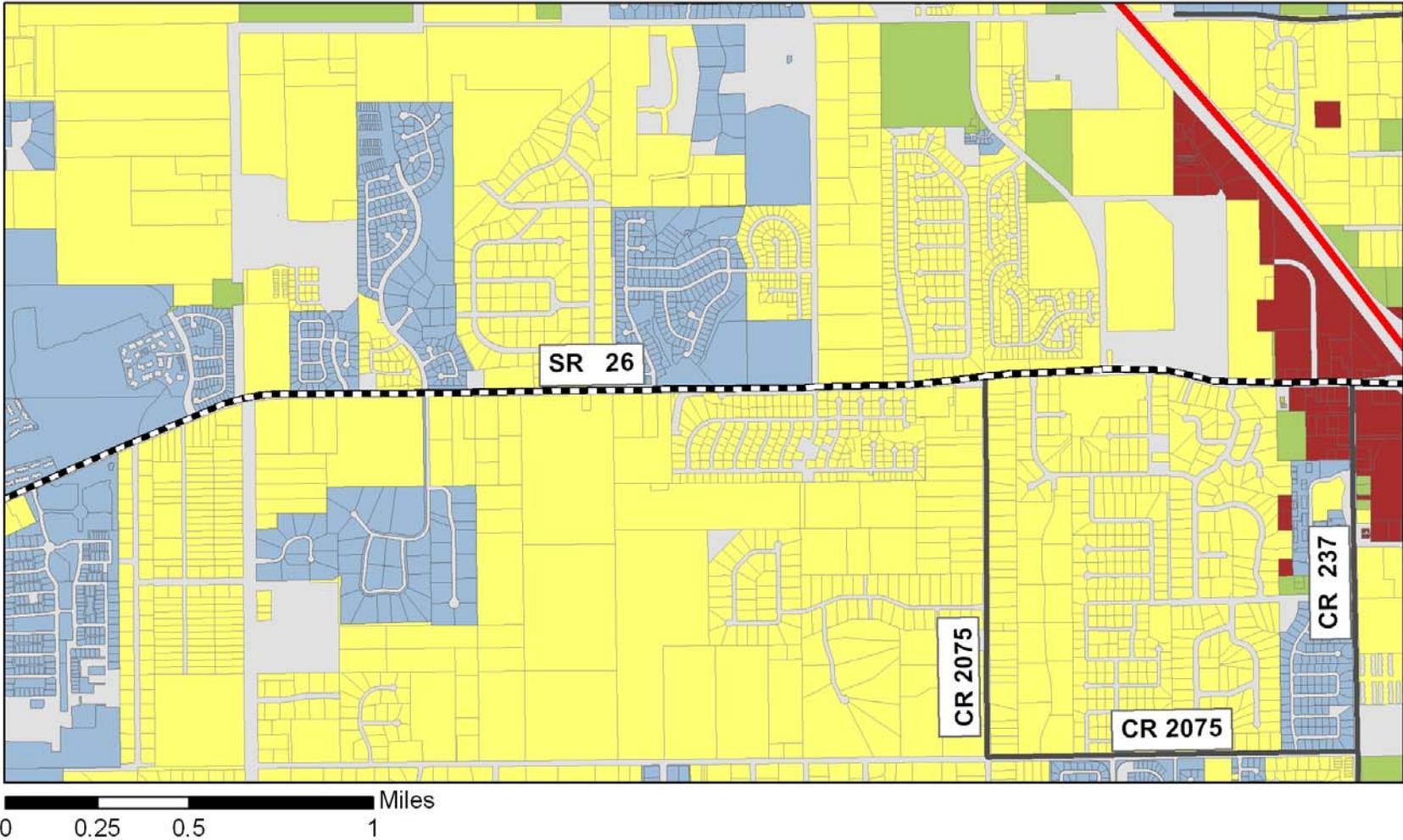
In another example, the County required a proposed development to connect with an adjacent commercial development to improve access to that development from the surrounding neighborhood. By requiring the development to share access, the County reduced traffic flow from the development onto SR 26. The County required another proposed development near the intersection of Archer and Tower Road to obtain cross access with a neighboring mixed use development as a condition of approval, despite objections from the neighboring development.

Land Use and Activity Center Policies

The County's comprehensive plan includes several policies aimed at reducing and restricting roadway or "strip" commercial development. The County defines roadway commercial developments as "strip commercial" developments that provide for limited infill between existing commercial developments and views these developments as generally undesirable because of increased traffic problems. Roadway commercial areas need to be implemented using development regulations. Until land development codes are consistent with the policies set forth in the comprehensive plan, roadway commercial uses must comply with planned development zoning standards.

Objective 3.4 prohibits new roadway commercial developments in the county, although new developments may occur in existing roadway commercial areas (subject to certain conditions). New developments will only be permitted as infill of existing "strips" rather than extending or opening up new "strips" in designated urban clusters. All new roadway commercial developments must meet access management policies established in Policy 3.4.3.b. Alachua County encourages new commercial facilities to locate on vacant parcels within activity centers to discourage strip development and premature establishment of new activity centers. Under Policy 3.1.2 in the future land use element, new shopping centers are encouraged to locate in designated activity centers based on population size served.

Figure 15. Connectivity Issues in Alachua County



New commercial enclaves are prohibited in Alachua County. Existing commercial enclaves are designated within the urban cluster and must adhere to standards established in the comprehensive plan. Under these standards, developments in commercial enclaves must:

- meet concurrency requirements;
- minimize access from arterials and collectors; and,
- use common access points to reduce potential turn movements, when possible.

In addition, roadway commercial uses must specify performance standards required to mitigate adverse impacts on adjacent uses and affected public facilities. The County's Development Review Committee is charged with implementing standards and criteria for commercial enclaves until land development regulations are consistent with the policies established in the comprehensive plan.

Two special districts or activity centers, Oaks Mall and Jonesville affect the SR 26 corridor study area. Figure 16 provide an overview of these activity centers.

Access provisions for the Oaks Mall and Jonesville activity centers are designed to minimize access to SR 26. However, access provisions and requirements differ between the activity centers. According to Policy 2.5.9.3, access to SR 26 from the Jonesville Activity Center must be "limited to the minimum number needed as determined by the Florida Department of Transportation and the Alachua County Department of Public Works Department. Shared access and frontage roads shall be encouraged." In contrast, the Oaks Mall access provision states:

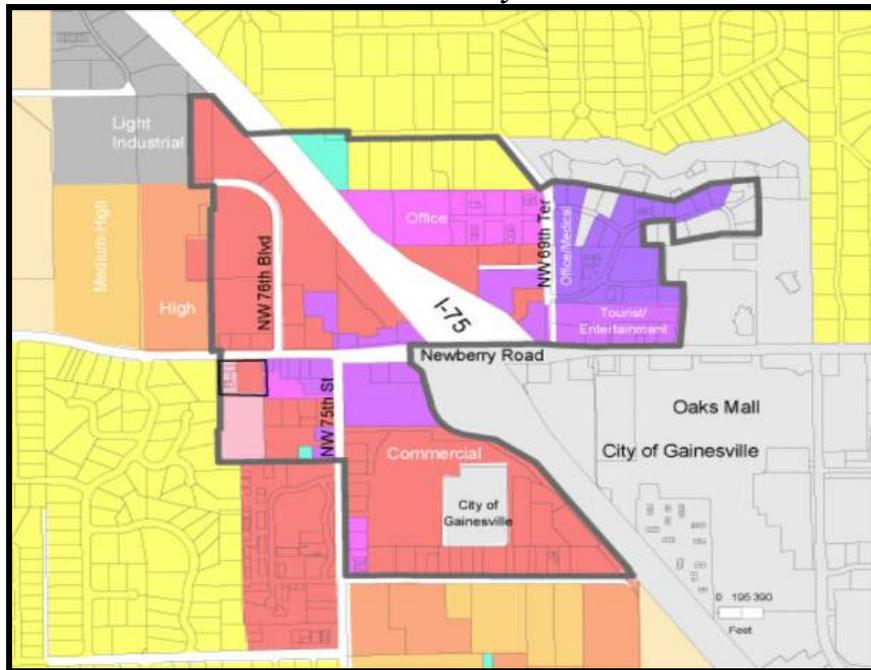
"No new entrances shall be permitted on Newberry Road (State Road 26), except as may be required to provide access to a parcel which has no other practical means of access. All developments on a given parcel of land which requires access to Newberry Road should be served by a single entrance; no individual business should be served by a separate entrance if a common entrance or an entrance off a side street is available or can be provided. New access points to Newberry Road may be permitted only when a documented traffic circulation problem can be mitigated or eliminated through relocation of ingress and egress points or enhancements to traffic signalization. (Policy 2.5.3.3(a))"

Permits may be granted to developments within activity centers if the development's impact on the supporting road network's level of service would not fall below the standards established in the County's comprehensive plan. The Board of County Commissioners and/or the Development Review Committee may require a traffic impact study be conducted to determine the potential impact of a development on the road network's capacity.

Developments within the Jonesville Activity Center must submit a traffic circulation plan in the development proposal. Developers must provide all necessary transportation improvements pursuant to the traffic impact study such as ROW, roadway widening, and intersection improvements. This requirement may be satisfied by the construction of the

Figure 16. Overview of the Oaks Mall and Jonesville Activity Centers

Oaks Mall Activity Center



Jonesville Activity Center



Coordination

Policy 1.7.5 states that “Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by the County with access to FHHS and state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.”

Land Development Regulations

[Alachua County's current Unified Land Development Code](#) (code) was adopted on December 8, 2005 and became effective on January 30, 2006. Provisions of the LDC apply to unincorporated areas within the county and newly annexed areas until the annexing municipality amends the comprehensive plan to include the annexed areas.

Access Management Regulations

The Alachua County code addresses access management criteria in Chapter 407, Article 13. The County's code governs access onto public roads in unincorporated areas and on county roads within municipalities. Topics covered in the section include connection classifications, connection permits and exemptions, and design requirements.

Connection Permitting

The County requires a permit before modifying or constructing connections to the county road system. Specific circumstances in which the County requires a connection permit include:

- new connections onto a county road;
- modifications to existing driveways, desired by the property owner, that will result in a change in the driveway's dimensions, location, profile, or the movement of vehicular or pedestrian;
- modifications to the driveway required by the County due to changes on-site that affect the safe and efficient operation of traffic at the connection, or paving of an existing driveway;
- new public or private roads, or modifications to private roads desired by the property owner; or,
- sidewalk or bikeway connections to the county road system.

Development plans receiving approval through the Development Review Committee and connections to the State Highway Systems are exempt from the County's permitting process. Although the County does not approve connections to the State Highway System, requests are reviewed for consistency with County development requirements and to determine the potential impact of the connection on traffic operations.

Table 4. Connection Classifications

Class I	Low traffic volume generators (i.e. noncommercial driveways and sidewalks)
Class II	Minor commercial driveways and other medium volume traffic generators with an estimated ADT less than or equal to 1,200
Class III	Major commercial driveways and high volume traffic generators with estimated ADT in excess of 1,200
Class IV	New public or private roads

The County categorizes roadway connections into classes for design and permitting using several factors, including expected traffic volume, property type, land use, and connection type, as indicated in Table 4.

Connection Spacing

Alachua County establishes connection spacing of 275 ft. and 150 ft. corner clearance for Class III and Class IV connections on arterial roadways. The County requires approval by the County engineer for any connection to an arterial or major collector. A single property is not allowed more than two connections unless the frontage width exceeds 660 feet. Additional connections may be granted if one or more connections do not provide adequate access due to topography or safety conditions. Multiple Class I connections to a single lot require separate permits for each connection. Although not required, joint connections or frontage roads are encouraged for adjacent developments with limited frontage.

On State Road 26, access permitting follows the spacing standards established in FDOT's Access Management Standards Rule 14-97. Under these standards, access spacing is tied to the access classification and posted speed of the roadway segment. According to the County's land development regulations, SR 26 in Alachua County is largely an access Class III facility, with access Class V near the SR 26/I-75 interchange. The spacing varies between 660 and 245 ft. depending on speed limit.

Access Location and Design

The County's code governs specific connection design requirements. These design requirements include location, operational characteristics, spacing, and throat length/width. The code also covers other aspects of access management, such as medians and auxiliary lanes.

The minimum width for Class I connections is 10 ft. Two-way Class II, Class III, and Class IV connections require a width of 24 ft. or more. The maximum width of any connection is based on a 15ft. lane width. Connections without a landscaped island may have up to three (3) lanes; whereas, connections with a landscaped island may have up to four (4) lanes. Throat lengths must be designed to avoid vehicle confrontation at the point of entry. Toward that end, the throat length is subject to the anticipated stacking length of entering vehicles during the peak hours. Class III connections must have a minimum throat length of 100 feet.

To avoid unreasonable interference with the movement of traffic, the County requires all connections to be located at a point on the property frontage that provides acceptable sight distance, as specified by the *Florida Department of Transportation's [Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways](#)*. In addition, the manual is referenced when determining the location of proposed or existing roadway features, such as median openings, turning lanes, and intersections. The County engineer may restrict access or require alternative access in the interest of public safety and/or in an effort to maintain the level of service on a roadway.

Corner Clearance

Alachua County does not allow connections within the physical intersection of two roadways. In addition, the County prohibits connections within 150 feet of an intersection of a roadway functionally classified as a collector or higher. However, the County may consider a variance for existing developments during redevelopment if the requirement cannot be met.

Section 407.134 of the code indicates that the operational characteristics of connections should minimize disruptions to traffic flow on the intersecting roadway. The code prohibits the construction of connections along acceleration/deceleration lanes, tapers connecting to interchange ramps, intersecting roadways, or other driveways. However, the County engineer may grant a variance if access is unreasonably denied and the connection can be designed to function safely and efficiently. In addition, the code requires drive-in developments to locate their service area(s) far enough from the roadway to ensure adequate vehicle storage space.

Median Openings

Median openings may be permitted if a traffic engineering study indicates the median opening would “improve traffic flow, safety and efficiency on the roadway.” Median openings constructed for left turn movement on divided highways must be designed with protected left-turn storage.

Auxiliary Lane Requirements

Alachua County’s code encourages the use of auxiliary lanes on all access connections to collector and arterial roads. Residential subdivisions with 50 or more lots must provide left turn storage lanes for connections to two-lane collector or arterial roads. The County also requires deceleration lanes for Class II, III, and IV connections onto two-lane collector and arterial roads with a posted speed limit of 45 mph or more.

ROW Regulations

Subdivisions located adjacent to or along existing or future alignments on a collector or arterial roadway are required to make right-of-way dedications. The County engineer or Board of County Commissioners may waive dedication requirements under certain circumstances. The County engineer may waive the requirement if a substitute dedication would serve the same purpose or if there is no public need for the dedication due to location and layout of the subdivision. Upon recommendation by the Development Review Committee, the Board of County Commissioners may elect to waive the dedication requirement of public streets if the road would not serve a public purpose of providing connectivity to other platted or unplatted lands. If waived, the street would remain privately owned and maintained.

Developments orders may be administratively issued for developments on lots which are nonconforming due to ROW dedication or eminent domain if the nonconformance is related to minimum area or setback. However, all other requirements of the zone must be met unless the Board of Adjustment grants a variance. Building permits for a nonresidential development on a nonconforming lot may be awarded if the Board grants a variance and the permitted use is allowed in the zoning district.

Subdivision Regulations

The code defines a subdivision as “the platting of real property into three or more lots, parcels, tracts, tiers, blocks, sites, units, or any other division.” The code allows parent tracts to be divided once without complying with the subdivision regulations, if certain conditions are met; however, parent tracts created by variance or parent tracts not fronting on a public road may not be split. For a parent tract to be divided and not considered a subdivision the tract(s) must:

- have frontage on and direct access to an existing publicly maintained road;
- meet the frontage requirements established in the LDC; and,
- be memorialized in a document recorded in the public record.

The County engineer may waive direct access and frontage requirements for split tracts if joint driveway access to a public street is provided in lieu of public street frontage. Once a parent tract has been divided it may not be divided again. Further division of a parent tract is considered a subdivision, which requires divided tracts to comply with the County’s subdivision regulations as determined by the code.

The minimum lot area and lot frontage requirements in Alachua County vary by land use and zoning classifications. Minimum lot frontage ranges from 50 to 500 feet with multi-family residential and most commercial uses having a minimum frontage requirement of 50 feet. In addition, minimum lot frontage requirements are not tied to lot area or lot depth-to-width ratios. Table 5 details the minimum lot area and frontage requirements by classification.

In 1991, Alachua County adopted a comprehensive plan amendment requiring two or more contiguous nonconforming lots under the same ownership to merge in an effort to meet land use, zoning, and lot requirements. Section 408.16 of the LDC provides for lot merger exemptions under certain circumstances. Vested lots and legal lots of record, which were not part of a recorded plat, created by a lot split from a parent tract before October 2, 1991, and designated rural/agriculture are eligible for the nonconforming lot merger exemption.

Street Network and Connectivity

Alachua County requires all streets to meet subdivision street network standards and design elements established in §407.75 of the code and the Alachua County Corridor Design Manual. Under these provisions, lots within a subdivision are prohibited from having direct access to any functionally classified state or county collector or arterial road. SR 26 is functionally classified as a “rural principal arterial – other” within the corridor study area. Direct access exceptions may be permitted if the Development Review Committee determines construction of an internal street is not feasible or the development only creates two lots with a frontage greater than 250 ft. sharing a common access driveway.

According to §407.80(a), street layouts should be designed so that a lot should not have primary access to a street with a projected average daily traffic (ADT) greater than 1,201.

Access ways, alleys, and driveways to on-site parking areas or individual lots excluded from the definition of a street, include facilities:

- with an estimated ADT at or below 400 trips at full development for multiple family or 125 trips for single family detached lots;
- serving lots adjacent to the common areas or easements; and,
- with a maximum distance of 1,000 feet from the road to the most distant lot or parking space in the common area or easement (as measured along the centerline of the access way).

However, these excluded facilities must meet access management provisions established in the code. The minimum width of pavement for excluded access ways, alleys, driveways and associated parking areas is 10 ft. for ADTs of less than 200 and 16ft for ADTs of greater than 200.

Table 5. Minimum Lot Area and Width Requirements (Alachua County)

Zoning Classification		Minimum Lot Area	Minimum Lot Frontage (feet)
Code	Description		
Rural/Agricultural			
A	Agriculture	3 acres	250
A-RB	Agriculture Rural Business	1 acres	250
SLV-TDR	Silvicultural (with Transfer of Development Rights)	40 acres	500
AG-TDR	Agricultural (with Transfer of Development Rights)	20 acres	400
RR-TDR	Rural Residential (with Transfer of Development Rights)	5 acres	250
Residential			
RE	Single family, Estate Residential	87,120 sq ft	200
RE-1,	Single family, Low Density	20,000 sq ft	110
R-1aa, R-1a, R-1c	Single family, Low Density	10,000 sq ft	80
R-1b	Single family, Medium Density	10,000 sq ft	80
R-2	Multiple family, Medium Density	n/a	50*
R-2a	Multiple family, Medium-High Density	n/a	50*
R-3	Multiple family, High Density	n/a	50*
Commercial			
AP	Administrative/Professional	5,000 sq ft	50*
BP	Business, All	5,000 sq ft	50*
Industrial			
BW	Wholesale/Warehousing	n/a	50
ML	Light Industrial	1 acre	150
MS, MP	Industrial Services and Manufacturing	1 acre	n/a
* Minimum width at front building line			
** Minimum lot area for single family residential detached is 8,500 sq ft; Minimum lot area for other residential and non-residential uses is 15,000 sq ft			

The code establishes access management standards for external connectivity and street and lot layout. Regulations for external connectivity addressed in §407.75(a) include:

- new lots in a subdivision must access a paved or public street;
- all subdivisions with frontage on a public road must access to the public road except where infeasible due to the original tract dimensions or topography;
- subdivisions containing 25 or more lots must have a minimum of two functional access points located on different sides of the subdivision, except where infeasible due to original tract dimensions or topography; and,
- subdivisions containing only once access point must provide an emergency service access in addition to the primary access, unless a waiver is granted.

The code cites the ideal street pattern as an internally connected style (i.e., gridiron, curvilinear, radial) that provides for internal connections and external linkages. To achieve this ideal street pattern, the County established standards and criteria for the layout of lots and street. Unless a waiver is granted by the County engineer, street layouts must be designed in compliance with the State of Florida *Manual of Uniform Standards for Design, Construction, and Maintenance for Streets and Highways*.

The arrangement, character and location of lots and streets must be designed to use existing and planned streets in a subdivision. Minimum intersection spacing on streets with bordering lots within a subdivision is 1,000 feet. Dead end streets or cul-de-sacs should not exceed 250 feet in length unless alternative emergency service access is provided. Dead end streets or cul-de-sacs may not exceed 1,000 feet with the exception of unpaved roads developed in compliance with §407.76 of the code.

In Alachua County, street networks within TNDs are required to maintain a minimum connectivity ratio. The code defines the connectivity ratio as “the number of street links divided by the number of nodes” and establishes a ratio of 1:4 for all TNDs (§407.70 (a)(2)). Section 407.70 (a)(3) stipulates what constitutes nodes and links in connectivity calculations. Nodes are the intersection of two or more roads; whereas, links are road segments connecting roads. The section also limits the use of features in connectivity ratio calculations. The use of connections with existing streets, alleys, and stub outs to adjacent properties as nodes is prohibited. In addition, the County prohibits the use of alleys as links.

Pedestrian Networks (TNDs only)

Traditional neighborhood developments (TNDs) are a type of mixed use development with specific standards that include a mixture and scale of uses, compact design, and walkability. Section 407.81 of the code details the minimum design and construction standards for pedestrian networks in TNDs. Pedestrian access design and construction standards for TNDs include:

- sidewalks on external connection street cross-sections or parallel multi-use trails running within ¼ mile of the external connection street;
- direct pedestrian and bicycle pathways between other subdivisions and within the subdivision, subsequent phases of the subdivision, and adjacent neighborhood type uses (i.e., schools, activity centers); and,

- intersections of pedestrian facilities on every pedestrian facility at least every 600 feet to create a pedestrian network with a connected block pattern throughout the subdivision.

Special Districts/Activity Centers

The general development and design standards for special districts and activity centers are governed by the Alachua County Corridor Design Manual and the Alachua County code. Section 405.07 of the code covers criteria for new and expanded activity centers, design principles, and general development and design and standards. Several factors are considered when establishing and determining the level of a new, expanded or amended activity center. These factors include the functional classification and capacity of the roadways serving the activity center and the activity center's compatibility with existing and future land uses.

Activity centers should implement a diverse interconnected street network with multiple access routes that are interconnected with the existing street network. The interconnected street network will provide a framework for the development of compact identifiable blocks. All blocks and streets in an activity center are required to adhere to the Alachua County Corridor Design Guidelines and regulations stipulated in the LDC. The criteria for activity design principles and standards detailed in §405.07(a) are listed below.

Section 405.07(a) LDC.

- (1) The street and roadway network within an activity center shall be designed to conform to existing natural features and shall provide for a logical and orderly movement of motorized and non-motorized vehicular traffic throughout the activity center.
- (2) Provisions shall be made for the reservation or dedication of all rights-of-way needed for the improvement of existing streets or the construction of new streets within or surrounding the activity center.
- (3) New development and redevelopment shall allow for new streets that connect existing public roadways at the activity center boundaries or that are designed to facilitate future roadway connections.
- (4) The arrangement, character, and location of all blocks and streets shall be designed to create a cohesive internal street network that connects individual parcels within the activity center.
- (5) The layout and types of streets, sidewalks, shared-use paths, and bicycle lanes on individual sites shall provide for continuation into adjacent areas unless topography, traffic volume, or other conditions make continuance of existing streets impractical.

Variances and Appeals

Section 407.139 allows for variances from certain access design requirements, which must be approved and granted by the County engineer. These criteria include:

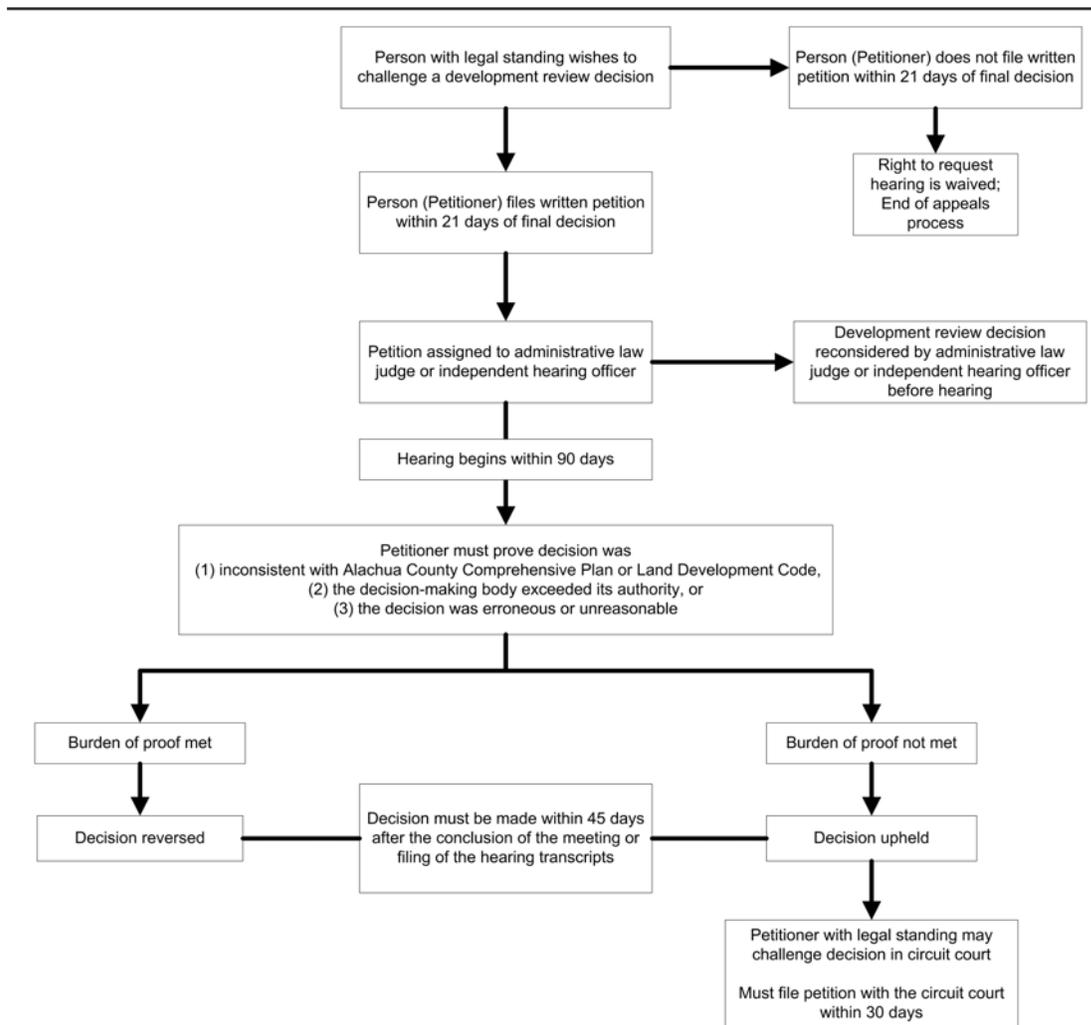
- design requirements (driveway width, radius, angle edge clearance, corner clearance, spacing and island dimension);

- variances for redevelopments where “compliance would place extreme hardship on the property owner;” and,
- where the resulting connection “will result in an improved condition, such as landscaping or stormwater management, without sacrificing the safety and efficiency of the traffic operations.”

Section 402 Article 26 of the land development code details variance procedures, which are administered by the Board of Adjustment. Figure 17 details the County’s variance procedures (see below). Under these procedures, applicants must prove:

- the variance is not contrary to the public interest;
- special conditions and circumstances exist which are peculiar to the land, structure or building involved;
- the special conditions do not result from the actions of the applicant; or,
- literal interpretation of the regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district and would result in unnecessary and undue hardship on the applicant.

Figure 17. Alachua County Development Review Appeals Process



The Board of Adjustment may grant a variance once the burden of proof is satisfied. In addition, the Board may grant a variance for the public road frontage requirement for a Family Homestead exception or the first split of a parent tract, if the following conditions are met:

- the applicant provides proof of access to a county maintained public road;
- the applicant demonstrates sufficient hardship exists; and,
- the private road provides for minimum width, stabilization, and maintenance requirements as determined by the Public Works Department for the purpose of providing service delivery, particularly emergency services delivery.

Individuals wanting to challenge a development review decision must file a written petition within 21 days of a final decision. The petition is reviewed by an administrative law judge or independent hearing officer, who may or may not decide to settle the appeal prior to the public hearing on an appeal. If the decision is not settled prior to the public hearing, the petitioner must prove the decision-making body exceeded its authority, the development review decision was inconsistent with comprehensive plan policies or land development codes, or the decision was erroneous or infeasible. If the burden of proof is met, the decision is reversed; however, if the burden of proof is not met, the decision will be upheld.

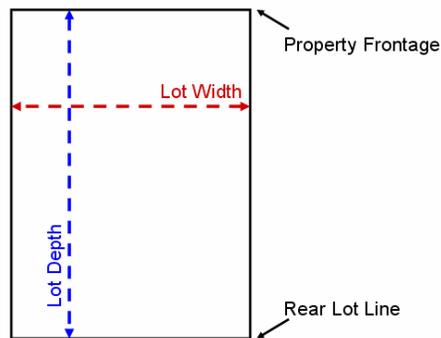
General Comments

1. The County has strong policies limiting strip development and encouraging commercial businesses to locate within new or existing activity centers or TNDs. The County also requires new commercial enclaves to use common access points and minimize access to arterial and collector roads. These policies are important to access management and level of service on SR 26 as they will discourage commercial strip development and encourage activity centers that can be served with a continuous internal circulation system that is connected to surrounding neighborhoods.
2. Alachua County has experienced significant residential development along the SR 26 corridor west of Gainesville. This area is characterized by large residential developments with one way in and out and an inadequate street network with no parallel routes and few side streets. Measures are underway to improve the street networks and facilitate a parallel road system to provide local circulation and offset traffic demand. It is critical for the County and MPO to incorporate the necessary roadways into their transportation plans and improvement programs and for the County to strongly and consistently enforce network expansion as development occurs.
3. Connection spacing and corner clearance standards for connections on arterial roadways are tied to site development characteristics, such as land use type and traffic generated, as opposed to roadway level of importance. This results in ad hoc administration of access spacing and increases the potential for conflicts in state and local access decisions. Contemporary practice is to establish access spacing and design criteria based upon roadway functional importance, not land use

characteristics. In this way, agencies can manage the corridor as a whole, rather than in a piecemeal fashion. The County should establish access spacing standards for County-maintained thoroughfares based on their level of importance to mobility.

4. The County requires a corner clearance of 150 feet from intersections of a functionally classified roadway considered a collector or higher. Although the functional classification takes into account ADT, the corner clearance requirement does not take into consideration the number of trips generated by a site. A 150 ft. queue would not be sufficient for the traffic generated by certain development types, such as a big box development, nor would it be sufficient to accommodate queuing at major intersections. Corner clearance is a form of access spacing. Therefore, current practice is to defer to adopted connection spacing standards, which need to be developed for county thoroughfares as indicated above.
5. Policies in the comprehensive plan allow developments within TCEAs to mitigate transportation impacts through joint and cross access easements to reduce connections and the construction of new road facilities. Encouraging developments to use joint and cross access will promote facility preservation, relieve congestion, and help establish interconnectivity along SR 26. Policies requiring shared access should be implemented wherever feasible to facilitate intensive development along SR 26 while adhering to established connection spacing standards. The County should include joint and cross access requirements in its code to strengthen enforcement and clarify how and when such measures will be required.

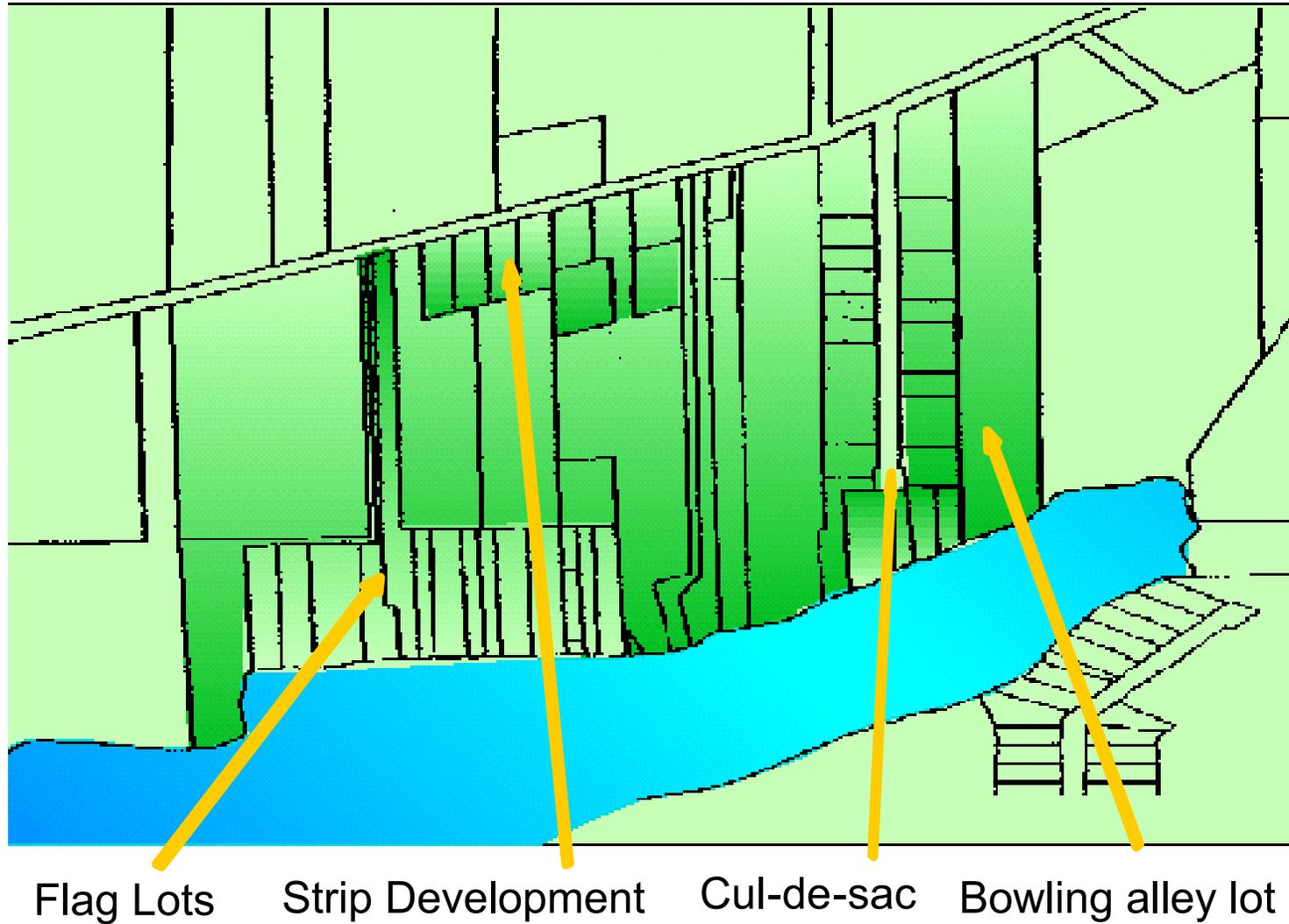
Figure 18. Lot Depth-to-Width Ratio



6. The review of the land development regulations indicated an absence of lot depth-to-width ratios requirements. Lot depth-to-width ratios are a ratio of the average distance measured from the front lot line to the rear lot line divided by the average distance between the side lot lines (see Figure 18). Minimum lot frontage and maximum lot depth-to-width ratios prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems. This standard is especially useful in rural areas, to govern the dimensions of newly created lots and parcels. The County should prohibit the depth of any lot or parcel from exceeding 3 times its width (or 4 times its width in rural areas).

7. Although flag lot "plats" were not widely observed in Alachua County, flag lots were scattered along SR 26. Figure 19 depicts common land division and access problems, including flag lot plats. The County's land development regulations do not prohibit flag lots along the SR 26 corridor. Adopting and enforcing flag lot regulations prevent the creation of flag lots and regulate private access easements. The City should prohibit the platting of flag lots along SR 26, with exceptions only for unique circumstances and through a variance or special exception process.

Figure 19. Land Division and Access Problems



GILCHRIST COUNTY

Comprehensive Plan

The Gilchrist County Comprehensive Plan (plan) was adopted in September 2000 with the latest revision occurring in February 2004. The plan details the County's vision of "...rural communities working in harmony to provide opportunities for all its citizens through balanced growth and enhanced education, while preserving our proud heritage, natural resources and agriculture." In January 2006, portions of the plan were amended with the passage of Ordinance 05-18.

Plans and Policies Related to SR 26

SR 26 in Gilchrist County has a level of service standard "C," as indicated in the County's comprehensive plan (Table 6). In 2006, the FDOT amended Rule 14-94 and established new level of service standards for Florida's Strategic Intermodal System (SIS) highways. Under the 2005 amendments to Florida's growth management legislation, local governments must now adopt FDOT's LOS standards for SIS highways, such as SR 26. These standards require a LOS standard B for rural areas and LOS C for transitional urbanized areas with a population below 500,000. A LOS standard C may be used on two-lane controlled access FIHS facilities in rural areas. Once the facility is improved to four or more lanes the LOS standard B would apply.

Because SR 26 is designated as a rural area type, the comprehensive plan may need to be amended to reflect the new State requirements of LOS B (or, LOS C if criteria are met) for rural SIS facilities or the County may seek a variance to the amended statewide standards under §120.542, F.S. if the roadway cannot be expanded for physical, environmental, or policy reasons. Table 6 summarizes the LOS standards for SR 26 and several county roads connecting to SR 26 in the current Gilchrist County plan.

Table 6. Functional Classification and LOS by Road Segment (Gilchrist County)

Roadway Segment	Number of Lanes	Functional Classification	Area Type	Level of Service
SR 26 from Fanning Springs north limits to Trenton west limits	2-U	FIHS	Rural	C
SR 26 from Trenton east limits to Gilchrist County east boundary	2-U	FIHS	Rural	C
CR 313 from SR 344 to SR 26	2-U	Minor Collector	Rural	D
CR 334A from CR 334 to SR 26	2-U	Minor Collector	Rural	D
CR 337 from County east boundary to Waccasassa Lake Road (overlaps parts of CR 232 and SR 26)	2-U	Minor Collector	Rural	D
Waccasassa Lake Road from SR 26 to CR 337	2-U	Minor Collector	Rural	D

Several alternative alignments are being considered including a potential by-pass for the segment of SR 26 in the City of Trenton. Community support for the by-pass is mixed. Other proposals which might improve capacity on the corridor include a 4-lane widening and tentative realignment of SR 26 through Newberry and Gilchrist County.

Access Management Policies

Gilchrist County establishes access control measures in Policy II.1.2 of the plan, which are similar to those of the City of Newberry. Exemptions to these access control measures are provided for subdivision plats, development orders, and development permits approved prior to the plan adoption. Policy II.1.2 is provided below.

“Policy II.1.2. The County shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan and the following requirements for County roads.

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points if the minimum distance between the two access points exceeds 20 feet;
3. permitting 3 access points if the minimum distance between each access point is at least 100 feet; or,
4. permitting more than 3 access points where a minimum distance of 1000 feet is maintained between each access point.”

ROW Policies

Objective II.4 focuses on protecting future right-of-way from building encroachment by establishing right-of-way setback requirements. Toward that end, the County requires structures along new or realigned collector or arterial roadways to provide an additional setback of 75 feet from the right-of-way centerline (Policy II.4.1). The required setback must be provided by land developers as part of the development review and approval process or must be purchased by the agency improving the roadway. Developments requiring a site plan or platting must also provide an additional 10 feet of ROW for bicycle and pedestrian ways on proposed collector and arterial roadways as integrated or parallel transportation facilities (Policy II.1.4).

Some of the County’s setback requirements concentrate on new structures and existing structures with any additions along specific segments of SR 26 (Policy II.4.2). Properties on SR 26 located between the northern city limits of Fanning Springs and the City of Trenton, for example, are required to provide a minimum setback between 115 and 180 feet from the existing right-of-way centerline. Properties located on SR 26 between the City of Trenton’s west boundary and the Gilchrist/Alachua county line are required to provide a minimum setback of 115 feet. Setbacks requirements under Policy II.4.2 must be provided in addition to the minimum yard requirements established in the County’s land development regulations.

Land Use Policies

Land use and development policies in Gilchrist County were evaluated to gain insight into land development and access management considerations in the county. Policies were identified that relate to lot depth-to-width, access and circulation systems, street

networks, and related considerations. For example, Policy 1.3.8 addresses lot depth-to-width as follows:

“Policy I.3.8 The County shall limit the intensity of development by requiring that the length of lots less than 5 acres does not exceed 3 times the width of lots for the location of dwelling units. In addition, within all new subdivisions, including Planned Residential Developments and Planned Rural Residential Developments, containing lots less than 10 acres in size, the County shall require all roads in a new subdivision be paved to County standards.”

The plan includes several types of planned development options, which allow for flexibility in site design and thereby help advance the development of unified street and circulation systems. For example, Policy I.12.1 indicates that the County will maintain planned residential development (PRDs) regulations containing provisions for managing future growth and development, and that among other issues, such regulations must “ensure safe and convenient on-site traffic flow and vehicle parking needs.”

Planned rural residential developments (PRRDs) may be developed within the agricultural 2 or 3 land use classifications - an option that supports planned subdivisions as an alternative to residential stripping of rural highways. PRRDs within the agriculture 2 classification must have clustered lots with a minimum lot size of 1 acre and an overall density of 1 dwelling unit per 5 acres. In the agriculture 3 classification, the overall density of PRRDs must be 1 dwelling unit per 10 acres. All PRRDs must be developed according to criteria established in Policy I.2.2.1. These criteria require PRRDs to:

- have direct access to a paved road; and
- locate all internal roads to minimize the number of access points to external roadways.

Policies directed at the “neighborhood commercial district/activities” are detailed in Policy I.3.2. Under this policy, the neighborhood commercial activities must provide small-scale retail services to adjacent rural and urban areas. Activities should be oriented to and compatible with the area served and must meet the following access requirement:

“Neighborhood Commercial activities shall be located within one-quarter mile of an intersection of an arterial with a collector road or an intersection of two collector roads.”

In urban areas, the maximum depth-to-width ratio for lots in environmentally sensitive areas (ESAs) is also 3-to-1 (I.1.6.4). In ESAs, dwelling units may be clustered on lots of 5 acres or more if the site is developed as a planned residential development. To do this, the planned development must have a density of 1 unit per 10 acres and:

- have direct access to a paved road (for state roads, access will require the approval of FDOT); and
- locate all internal roads to minimize the number of access points to external roadways.

In an effort to support higher densities and intensities in urban areas and to ensure consistency between the future land use and traffic circulation elements of the plan, various policies and objectives in the plan require higher density residential uses, high intensity commercial and industrial uses (Objective II.2, Policy I.1.1), and schools (Policy I.1.8) to be located in areas adjacent to arterial and collector roads as identified on the County's future traffic circulation map. In addition, middle and high schools must also adhere to the access requirements established in the land development regulations (Policy I.1.8).

Coordination Policies

Section VII of the plan emphasizes intergovernmental coordination with local, regional, and state authorities. Under this section, the County is required to establish processes with various governmental entities to “achieve coordination of comprehensive planning, ensure compatible development, provide adequate public services and promote the efficient use of available resources among government entities” (Goal VII). Toward that end, the County established coordination policies pertaining to the development review process and level of service standards. Of most relevance to this study is Policy VII.8.6, which states that “the County shall continue to coordinate with the municipalities located within the County as well as the Florida Department of Transportation to maintain LOS standards for shared roadways.”

Land Development and Subdivision Regulations

Access Management Regulations

Access management regulations are addressed in §4.2.3 of the [Gilchrist County Land Development Regulations \(LDRs\)](#). Many of the regulations addressed in this section mirror those of the City of Newberry, as both communities received assistance from the [North Central Florida Regional Planning Council](#) in developing their comprehensive plans and land development regulations. However, Gilchrist County recently embarked on the process of updating the County's access management regulations. In the future, the County intends to incorporate additional access management strategies, such as access spacing requirements for county arterials and collectors, corner clearance standards, and driveway throat length requirements.

Currently, Gilchrist County uses the term “curb breaks” in reference to driveway connections. Access permits must be obtained from the Land Development Regulation Administrator (§4.2.3.4) for county roads, or from FDOT for individuals requesting access to state roads. Section 4.2.3 of the LDRs also requires connections on the State of Florida Highway System to conform to Chapters 14-96 and 14-97, Florida Administrative Code.

Gilchrist County, like Newberry, limits “the number and location of curb breaks regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street.” According to these limitations, each property is allowed a minimum of one connection for ingress/egress onto a public street. Properties with access points spaced a minimum distance of 20 feet apart may be permitted two connections. Three connections may be permitted for properties with a

minimum spacing of 100 feet between breaks. More than three connections may be permitted from single property or development where the minimum spacing equals or exceeds 1,000 feet.

Special connection limitations apply to automotive and self-service stations in Gilchrist County. Under §4.2.6.4, “curb breaks for each automotive service station shall not exceed two (2) for each one hundred fifty (150) feet of street frontage, each break having a width of no more than thirty (30) feet exclusive of transitions and located not closer than fifteen (15) feet of right-of-way lines of any intersection.” In addition, the County requires a minimum distance of 20 feet between connections with no connection closer than 15 feet to any other property line.

Section 4.2.3.3 addresses corner clearance. Under this section connections (curb breaks) are not permitted:

- inside the radius return of an intersection;
- less than 10 feet from the intersection of right-of-way lines; or
- less than five feet from any interior property line.

Use of residential land to access commercial or industrial property is prohibited in §4.2.25. Exceptions may be made for ingress/egress to an existing use that does not abut a street.

ROW Regulations

Right-of-way (ROW) requirements to advance the County’s ROW policies are addressed in §4.2.30. Under this section, additional ROW must be provided on new arterial and collector roadways per the *Florida Department of Transportation Bicycle Facilities Planning and Design Handbook* to provide for integrated or parallel bicycle ways or lanes (§4.2.30.1). In addition, all new structures must provide a minimum setback of 75 feet from the center line ROW for new or realigned collector or arterial roads.

The County requires subdivisions to dedicate land when widening and realigning existing roads. Section 4.25.2.11 of the LDRs requiring the dedication is provided below.

“4.25.2.11 Widening and Realignment of Existing Roads.

Where a subdivision borders on an existing street or when the Comprehensive Plan or these land development regulations or other local, regional or State agency plan or program indicates plans for realignment or widening a road that would require use of some of the land in the subdivision, the applicant shall be required to dedicate at his or her expense such areas for widening or realignment of such roads. Such frontage roads and streets shall be dedicated by the subdivider at his or her own expense to the full width as required by these land development regulations.”

Subdivision Regulations

Gilchrist County enacted new subdivision regulations in January 2006, with the adoption of Ordinance 05-18. This ordinance amended several LDRs, with particular focus on

reducing lot split problems through updates to the subdivision regulations. The County's previous lot split regulations contained "loopholes" allowing property owners a one-time split without review. As a result, the County experienced incremental platting outside of the subdivision process. To address the loopholes, revisions to the lot split procedures were introduced with the passage of Ordinance 05-18.

Ordinance 05-18 amended many of the County's subdivision regulations to include lot split procedures, amended access requirements and minimum lot sizes for certain subdivisions, and added new level of service standards for subdivisions connecting to county roadways. The ordinance defined lot splits as: "The division of a Parent Tract into two lots or parcels where the division created at least one lot or parcel of 20 acres or less and which does not constitute a replat under [Chapter 177, Florida Statutes](#)." The ordinance also amended the definition of a subdivision to include the division of a parent tract, whether improved or unimproved, into two (2) or more lots of parcels of land for the purpose of immediate or future transfer of ownership. According to the LDRs, subdivisions do not include:

- "the division of land into parcels of more than twenty (20) acres that do not involve any change in street lines;
- the transfer in property by sale, gift, or succession by the property owner to his/her spouse or lineal descendants in any undivided interest; and,
- the transfer of property between tenants in common for the purpose of dissolving the tenancy in common amount those tenants if ordered by a court of competent jurisdiction."

The new ordinance amended the definition and requirements for minor subdivisions, as follows:

- "No more than 5 lots are created by the subdivision
- Each lot fronts on and take direct access from an existing public roadway
- The subdivision encompasses the entire parent parcel
- The parent parcel is not part of a previous minor subdivision
- The lots in the subdivision do not take access from a major collector or arterial roadway as defined in the Gilchrist County Comprehensive Plan, nor from the following minor collectors: CR 232, CR 307, CR 337, CR 341, CR 342.
- The subdivision is not located within ½ mile of another minor subdivision which:
- was approved with the prior 5 years, and
- was subdivided by the same person or entity that has a fee simple interest or an option to obtain fee simple interest in the proposed subdivision."

The ordinance also amended the definition of a parent tract. Under the LDRs, a parent tract is defined as follows:

- "Each parcel or tract of land identified on the tax rolls of Gilchrist County under a separate tax parcel number as of January 1, 2006.
- Each lot or parcel within a recorded subdivision, or within an unrecorded subdivision listed in Appendix C of this land development code. Notwithstanding paragraph "a" above, if multiple lots are included within a single tax parcel number, each individual lot shall be considered a parent tract."

Before the land may be subdivided, the subdivider must obtain final plat approval from the Board of County Commissioners and file the approved plat with the Clerk of Circuit Court (§5.6.2). The subdivision of land and the development of a subdivision plat are subject to approval by the Board of County Commissioners. (§5.2.1). Stated objectives of Gilchrist County subdivision regulations are as follows (§5.2.2):

- “Aid in the coordination of land development in accordance with orderly physical patterns.
- Discourage haphazard, premature, uneconomic, or scattered land development.
- Ensure safe and convenient traffic control.
- Assure land subdivision with installation of adequate and necessary physical improvements.
- Assure that citizens and taxpayers will not have to bear the costs resulting from haphazard subdivision of land and the lack of authority to require installation by the subdivider of adequate and necessary physical improvements.
- Assure to the purchaser of land in a subdivision that necessary improvements of lasting quality have been installed.”

Ordinance 05-18 also modified the plat approval procedures for minor subdivisions and lot splits (§5.14). Under the new procedures, proposed subdivisions meeting the criteria of a minor subdivision are reviewed by the Planning and Zoning Board prior to final approval by the Board of County Commissioners. Proposed subdivisions meeting the criteria of a lot split do not have to comply with the platting requirement if the lot split meets the following conditions:

- “Each proposed lot must conform to the requirements of these land development regulations and the Gilchrist County Comprehensive Plan, and must be shown on boundary survey prepared by a licensed surveyor.
- Each lot shall abut and take direct access from a public street. In the alternative, the two lots may share a joint driveway providing access to a public street. Such access shall be direct and may not be by way of any other access easement servicing other lots or parcels. The access must also be at least 60 feet in width.
- If the street right-of-way does not conform to the design specifications of the land development regulations, the owner may be required to dedicate one-half of the right-of-way width necessary to meet the minimum design requirements.
- If the proposed lot split meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the Planning Director shall approve the application and the attached boundary survey. The Planning Director shall establish a procedure for recording and monitoring lot splits.
- Any further division of a parent tract shall be deemed a subdivision and shall comply with all platting requirements of these regulations.”

Section 5.9 of the LDRs details the procedures for the resubdivision of land. Under this section, changes to a subdivision affecting the layout of any street must be approved by the Board of County Commissioners by the same procedures, rules, and regulations as a subdivision (§5.9.1). The section also establishes procedures for subdivisions where future subdivision is indicated per §5.9.2.

“5.9.2 Procedure for Subdivisions Where Future Resubdivision is Indicated. Whenever a parcel of land is subdivided and the subdivision plat shows one (1) or more lots containing more than one (1) acre of land and where such lots could eventually be resubdivided into smaller building sites, the Board of County Commissioners may require that such parcel of land allow for the future opening of streets and the ultimate extension of adjacent streets and utilities. Easements providing for the future opening and extension of such streets may be made a requirement of the plat.”

Building permits are not issued for subdivided parcels or plats that are not in compliance with the land development regulations (§5.6.3). For a developer to build on SR 26, a notice of intent to permit access must also be obtained from FDOT. It is the County’s practice to require evidence of a notice of intent to permit access prior to issuance of a building permit involving access to a state highway.

Lot Frontage and Dimensional Criteria

Although no lot depth-to-width ratios were identified in the regulations, the County does regulate lot depth-to-width ratios through policies in the comprehensive plan (e.g. Policy I.3.8 - the maximum depth-to-width ratio of 3-to-1 for lots less than 5 acres.) Table 7 summarizes the County’s minimum lot area and frontage requirements.

Double frontage and reverse frontage lots are prohibited “except where necessary to provide separation of residential development from existing streets or to overcome specific disadvantages to topography and orientation” (§5.23.3). Additionally, it is the County’s practice to prohibit the stacking of flag lots. When the use of a flag lot is necessary to provide access, the lot frontage (flag pole) must meet a minimum frontage requirement of 60 feet. Figure 20 is an example of reverse frontage.

Figure 20. Reverse Frontage

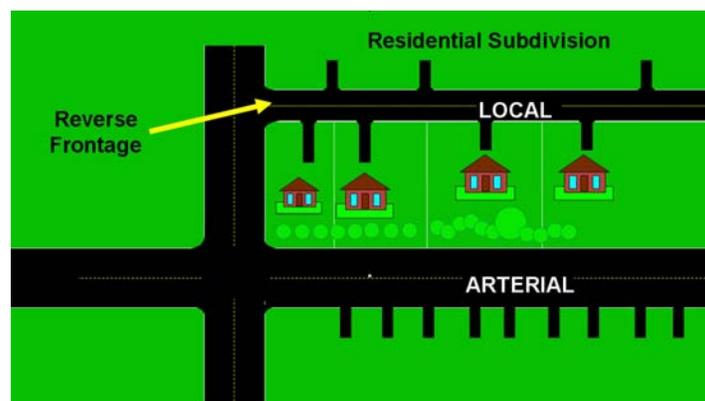


Table 7. Minimum Lot Area and Width Requirements (Gilchrist County)

Zoning Classification		Minimum Lot Area	Minimum Lot Frontage (feet)
Code	Description		
Conservation/Environmentally Sensitive Areas			
CSV	Conservation	none	none
ESA-1	Environmentally Sensitive Areas	40 acres	775
ESA-2	Environmentally Sensitive Areas	10 acres ⁱ	400
ESA ⁱⁱ	Environmentally Sensitive Areas	5 acres ⁱⁱⁱ	400
Agricultural			
A- ^{iv}	Agricultural	varies	varies
Residential			
RR	Rural Residential	2 acres	175
RSF-1	Residential, Single Family	40,000 sq ft	125
RSF/MH-1	Residential (Mixed) Single Family/Mobile Home		
RMH-1	Residential, Mobile Home		
RSF-2	Residential, Single Family	20,000 sq ft	100
RSF/MH-2	Residential (Mixed) Single Family/Mobile Home		
RMH-2	Residential, Mobile Home		
RSF-3	Residential, Single Family	10,000 sq ft	85
RSF/MH-3	Residential (Mixed) Single Family/Mobile Home		
RMH-3	Residential, Mobile Home		
RMH-P	Residential, Mobile Home Park	5 acres	400
RMF-1,2	Residential, Multiple Family - Single Dwelling	7,500 sq ft	50
RMF-1,2	Residential, Multiple Family - Duplexes	10,000 sq ft	85
RMF-1,2	Residential, Multiple Family - Multiple Family Development	16,335 sq ft	80
Planned Development			
PRD	Planned Residential Development	varies	varies
PRRD	Planned Rural Residential Development	varies	varies
Commercial			
CN, CG, CI	Agricultural	none	none
Industrial			
ILW	Industrial, Light and Warehousing	none	none
I	Industrial	none	none
ⁱ Requirement reduced to 5 acres if developed as a Planned Rural Residential Development with an overall density of one(1) dwelling unit per ten (10) acres is maintained on site. ⁱⁱ Applies to ESAs outside the 100-yr floodplain ⁱⁱⁱ Requirement reduced to 2 acres if developed as a Planned Rural Residential Development with an overall density of one (1) unit per five (5) acres is maintained on site. ^{iv} Includes agricultural classes 1 through 6			

Street Network and Connectivity

Street network and connectivity is addressed in §5.26 of the LDRs. The LDRs requirements in this section include street arrangement, improvements, dedication, and connectivity. Under the street arrangement requirements, local streets must be laid out to discourage through traffic, thereby minimizing the number of streets necessary to provide convenient and safe access to property (§5.26.3.1). The LDRs encourage the use of curvilinear, u-shaped streets and cul-de-sacs if their use would be more desirable than a rectangular gridiron street pattern (§5.26.3.1).

Subdivided tracts must extend proposed streets to the tract's boundary lines; however, topography related exceptions may be granted. The Board of County Commissioners may grant exceptions for street extensions that are "neither necessary nor desirable for the coordination of the layout or the most advantageous future development of adjacent tracts" (§5.26.3.1). In addition, streets within a subdivision must be dedicated for public use; however, the Board of County Commissioners may approve private streets if adequate provisions for installation and future maintenance have been made (§5.26.1).

The LDRs for street improvements are notably similar between Gilchrist County and the City of Newberry. The similarities include the street improvement schedules and standards as well as the minimum ROW and pavement requirements for arterial, collector, local and marginal access streets. Despite the similarities, differences do exist between the LDRs. For instance, Gilchrist County requires additional street improvements, as specified in §5.26.2.

"Section 5.26.2. Where the proposed subdivision includes an existing street, said street shall also be improved as required to conform with this schedule. The Board of County Commissioners requires that one access road be paved as specified in Section 5.26.2.11 from the proposed major subdivision to the closest or most convenient paved state, county or municipal road at the expense of the subdivider."

In addition to the requirements above, the County requires residential subdivisions with 20 units or more to pave a subdivision road to the nearest county road. Subdivisions with 5 units or more must build an internal local road and cannot take lot access to county arterial or major collector roads.

Other differences include connectivity restrictions prohibiting new developments unless "sufficient capacity is available" to sustain traffic circulation LOS standards. These regulations limit the ability of subdivisions to connect to county roadways and tie access to LOS standards. The connectivity restrictions amended by Ordinance 05-18 in §14.14.1 are listed below.

"Section 14.4.1

If a county road fails to meet the following minimum design standards, it is hereby deemed to be at a level of service that cannot accommodate any new traffic and therefore no new subdivisions of any kind, except for a lot split pursuant to Article 5 of this Code, shall be allowed to connect to such a roadway:

Road Surface Width: 20 feet or greater

Right-of-Way width: 30 feet or greater

Wearing Surface: 6 or more inches of compact limerock

If a county road fails to meet the following minimum design standards, it is hereby deemed to be at a level of service that cannot accommodate the traffic created by a subdivision with more than 20 lots, and therefore no subdivision with more than 20 lots shall be allowed to connect to such a roadway.

Road Surface Width: 20 feet or greater
Right-of-Way width: 30 feet or greater
Pavement Base: 6 or more inches of compact limerock
Wearing Surface: 1 ¼ inches or more of type S-III asphalt concrete surface course.”

Provisions for reserve strips are addressed in §5.26.3. In this section, “the creation of reserve strips shall not be permitted adjacent to a proposed street in such a manner as to deny access to such street from property adjacent to the proposed subdivision.” The County also regulates the construction of streets in §5.26.3. Under this section, residential block lengths must be between 400 and 1,200 feet (§5.26.3.2). The section also prohibits dead-end streets (§5.26.3.8) although cul-de-sac streets are permitted. The maximum length of cul-de-sacs is limited to 1,320 feet, including the turnabout (§5.26.3.9). Stub streets are also permitted, if they are designed for the continuation of streets in the future.

Street arrangements must provide for the continuation of arterial and collector streets between proposed subdivisions and adjacent properties. If the adjacent property is undeveloped, a temporary stub street to the proposed subdivision must be provided (§5.26.3.8.1). The street ROW must also extend to the property line of the proposed subdivision.

Temporary T- or L-turnabouts are required for stub streets of 250 feet or less, and temporary cul-de-sac turnabout are required for stub streets greater than 250 feet. The Board of County Commissioners may limit the length of temporary stub streets. Land outside of the normal ROW used for the temporary T-, L- or cul-de-sac turnabout will revert to the abutting land owner once the street is continued. The subdivider of the adjoining area must pay for the costs to restore the stub street(s) to its original cross section design.

Planned Residential Development

Two types of planned developments exist in Gilchrist County: planned residential developments (PRDs) and planned rural residential developments (PRRDs). Currently, Gilchrist County does not have regulations for planned unit developments (PUDs). County planners are interested in adding PUD zoning to the county’s land development regulations to provide a more flexible means of commercial and mixed use development. However, when or if PUD zoning will be included in the county’s LDRs is yet to be determined.

Procedures and requirements for PRDs and PRRDs are detailed in §4.17 and §4.18 of the LDRs. Prior to approval, developers must submit an application to the Land Development Regulation Administrator addressing minimum lot sizes, gross density and net residential acreage. Developers must also indicate arterial and collector streets and thoroughfares on the application. If a planned development does not include arterial or collector streets, the developer must include local access streets and interior circulation systems.

Applications for planned developments are processed by the Land Development Regulation Administrator and reviewed by the Planning and Zoning Board. After reviewing the application, the Planning and Zoning Board will make a recommendation to the Board of County Commissioners. At that point, the Board will approve, deny or approve with conditions the planned development application. Building permits will not be issued for PRDs or PRRDs until the final development plan has been approved.

Proposed changes to an approved planned development, which would change the location or dimension of arterial or collector streets, must be reviewed by the Planning and Zoning Board and the Board of County Commissioners in the same manner as the initial application (§4.17.8; §4.18.8). The Land Development Regulation Administrator may review minor changes to an approved planned development if the change is consistent with previously approved plan. Minor changes the Land Development Regulation Administrator may approve include the alignment, location, or length of local streets.

Planned developments are required to meet specific development standards for internal compatibility, development intensity and internal and external transportation access (§4.17.12; §4.18.12). Under these development standards, the internal compatibility of a planned development is evaluated, in part, on its treatment of pedestrian ways and the traffic and pedestrian circulation pattern within the development. The County bases the density and intensity of uses within planned developments on a development's access to and suitability of proposed transportation arteries within development and to existing external transportation systems and arteries (§4.17.12.8; §4.18.12.8).

Planned developments must have direct access to an arterial or collector street unless the size or type of use proposed by the development would adversely affect traffic on adjoining local streets (§4.17.12.8; §4.18.12.8). In addition, units within plan developments must have access to a public street either directly or by way of a private road.

Variances and Appeals

In Gilchrist County the Board of Adjustment decides on special exceptions to land use policies in the comprehensive plan and LDRs (§12.2). Before a special exception will be granted, the County must find that the exception will not adversely affect the public health, safety and welfare of the community.

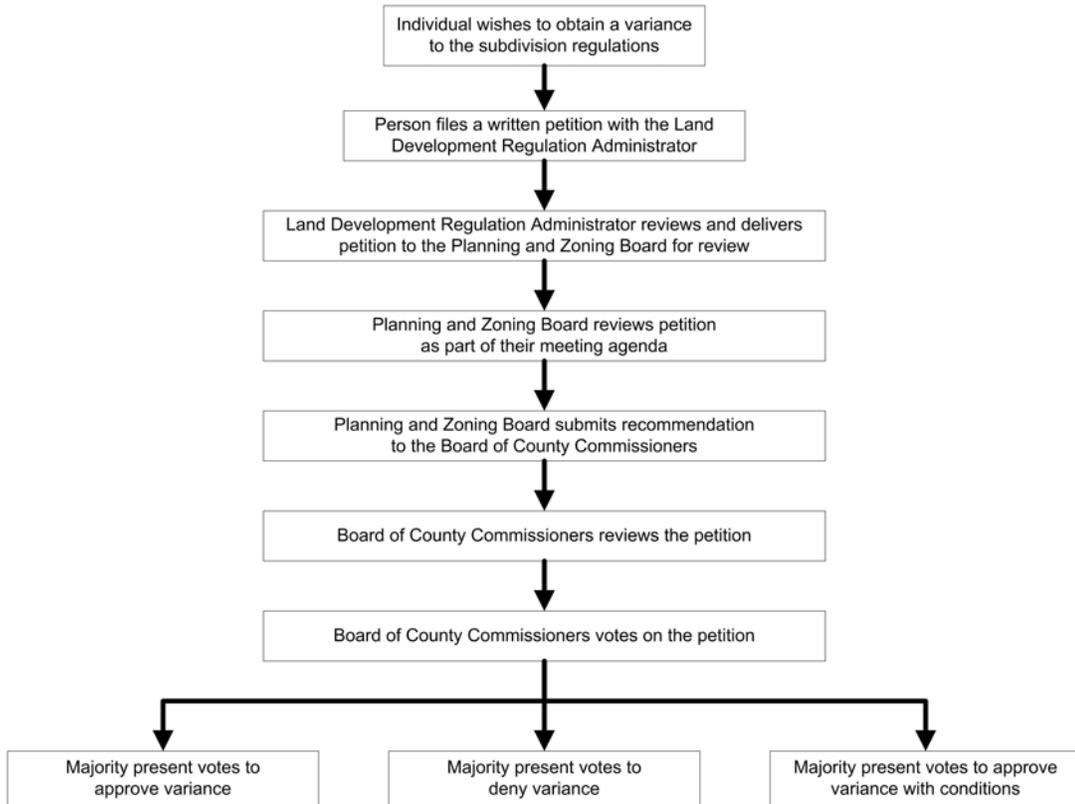
Individuals wanting a special exception to the land development regulations must file a written petition with the county. The Planning and Zoning Board reviews the petition and files a report with recommendations to the Board of Adjustment. Prior to making a recommendation, the Planning and Zoning Board must hold a public hearing on the special exception.

After reviewing the Planning and Zoning Board's recommendation, the Board of Adjustment must review the petition to determine if satisfactory provisions have been for ingress/egress to the property "with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe"

(§12.2.3.a). The Board of Adjustment must also consider the special exceptions compatibility with adjacent properties in terms of the impact of the proposed exception on streets and traffic congestion.

Although the Board of Adjustment has the power to decide upon special exceptions to the land development regulations, it is the Board of County Commissioners who allows variances to the subdivision regulations (§12.3.2.2). The Board may grant variances to the layout of lots and streets in addition to any provisions contained in the County’s subdivision regulations. Subdividers wanting a variance to the subdivision regulations must submit a written petition to the Land Development Regulation Administrator for review by the Planning and Zoning Board. After reviewing the petition and conducting a public hearing, the Planning and Zoning Board must submit a report and recommendation to the Board of County Commissioners. After reviewing the Planning and Zoning Board’s report and recommendation, a majority vote of the Board of County Commissioners must approve, deny, or approve with conditions the variance. Figure 21 (below) summarizes the process for obtaining a variance from the subdivision regulations.

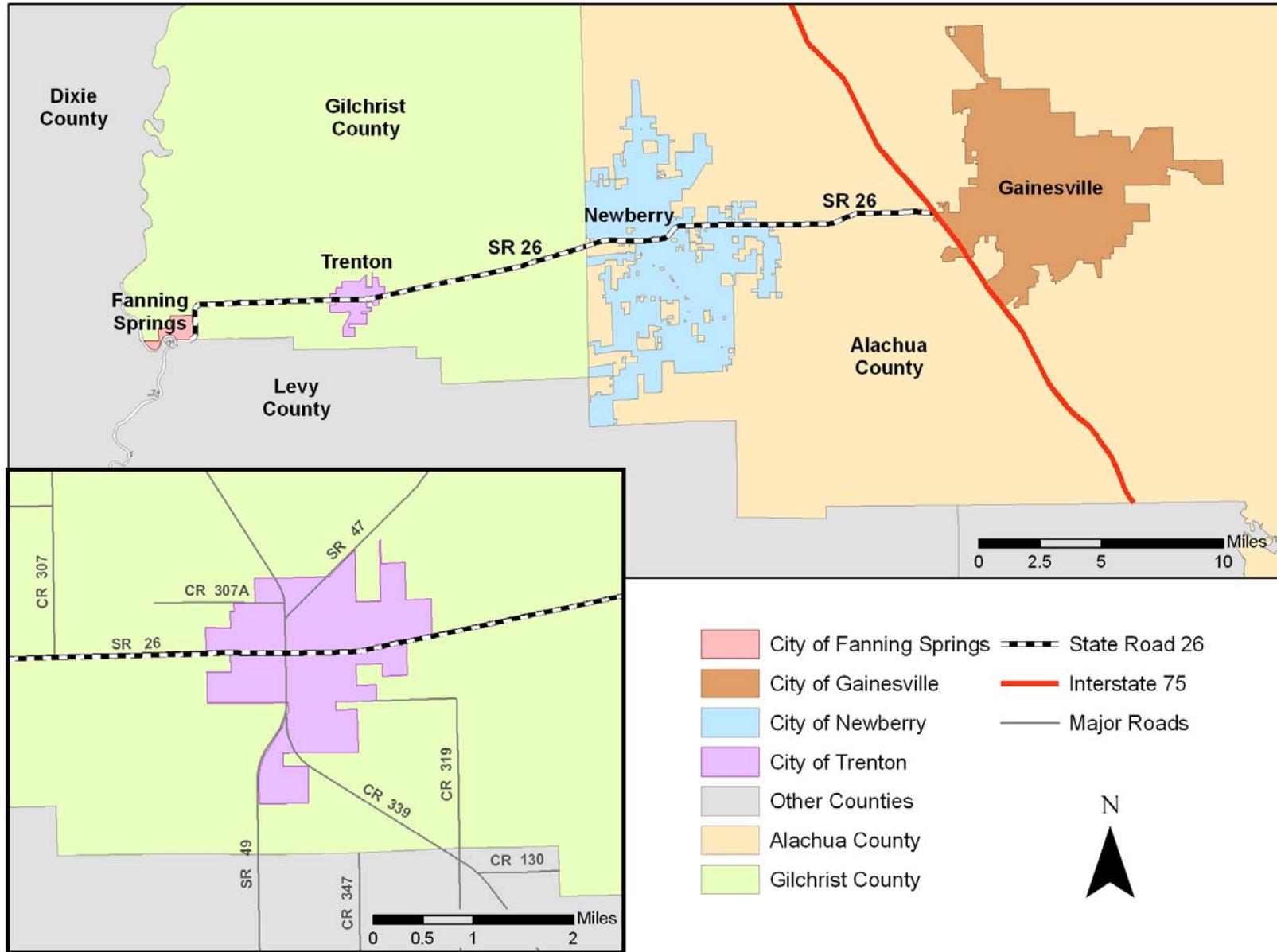
Figure 21. Gilchrist County Variance Process



General Comments

1. Current land development regulations and comprehensive plan policies require conformance with FDOT access management requirements for state roads. In addition, County practice is to not issue building permits for parcels on the state highway system until receiving a notice of intent to permit access from FDOT. These practices have strengthened coordination of local development activities with FDOT access permitting. If the County adopts access spacing for county thoroughfares, it will also need to coordinate proactively with municipalities in the County on enforcement of connection spacing standards for County-maintained thoroughfares within their boundaries.
2. Spacing requirements for County-maintained roads are applied based on the length of property frontage per site. This approach establishes limits on the number of driveways per site, but is not consistent with best practice, which is to assign access spacing standards to roadways (not specific sites or land uses) based on their level of importance to mobility. All land uses should be required to abide by the same access standards for that respective roadway, rather than varying driveway limits and spacing by type of use or frontage, which leads to inconsistent spacing. This practice should be replaced with a basic limit of one driveway per parcel and access spacing standards by roadway type or classification. The same applies to special driveway (curb break) limitations for automotive and self-service stations, which are currently tied to lot frontage. The County's current effort to update its access management regulations and enact access spacing by roadway classification is helping to achieve this needed change.
3. Current regulations allow connections in the functional area of an intersection. This creates serious safety hazards and should be removed from current land development regulations. Corner clearance standards are typically the same as access connection spacing standards. Therefore the County could continue to defer to the spacing standards of FDOT on state highways for this purpose and is encouraged to proceed with adopting the proposed access spacing criteria for county-maintained thoroughfares.
4. The County establishes a lot depth-to-width ratio of 3-to-1 in the comprehensive plan. This ratio can help prevent the creation of bowling alley lots and associated access problems. The County should consider including the lot depth-to-width ratios in the land development regulations to ensure enforcement during lot split review.
5. According to staff, the County prohibits flag lots in practice. Ordinance 05-18 established a minimum lot frontage (flag pole) of 60 feet when the use of flag lots is necessary to provide access. A better approach is to prohibit flag lots in the land development regulations except in special circumstances, such as where flag lots are necessary to provide internal access to a subdivision lot or side street access along a major corridor.

Figure 22. City of Trenton



CITY OF TRENTON

Comprehensive Plan

The City of Trenton's Comprehensive Plan (plan) was adopted on November 4, 1991. The City is in the process of updating the plan and is anticipated to be finished in 2007. In April 2006, the City of Trenton adopted its most recent amendments to the comprehensive plan. The Department of Community Affairs (DCA) issued a Notice of Intent finding the plan amendments non-compliant with [Florida Statutes Chapter 163, Part II](#) on June 28, 2006. DCA cited the City of Trenton's failure to address indicators of urban sprawl and protect facilities from LOS degradation as reasons for the amendments' non-compliance. According to DCA, the plan amendments contributed to urban sprawl by:

- allowing low-density and single use development of areas in excess of demonstrated need;
- allowing land use patterns, "which disproportionately increase the cost in time, money and energy of providing and maintaining facilities and services, including roads;"
- not maximizing the use of existing public facilities and services;
- not providing a clear separation of rural and urban land uses; and,
- not encouraging "an attractive and functional mix of uses" resulting in a significant loss of open space.

DCA cited the proposed amendments' failure to protect facilities from LOS degradation in the Notice of Intent. DCA attributed the lack of protection to the City's failure to identify capacity improvements and address deficiencies and passing amendments inconsistent with the City's current comprehensive plan policies and objectives. Policies in the current plan require the City to provide for and require adequate public facilities, including roads.

DCA's Notice of Intent recommends specific remedial actions to address the non-compliance of the amendments. To address urban sprawl, Trenton "must provide a residential needs assessment to determine whether the current future land use map is sufficient to handle the projected growth" and conduct an urban sprawl analysis "to demonstrate how the amendments discourage the proliferation of urban sprawl." To address LOS degradation, the notice requires Trenton to include necessary capital improvements for deficient segments of the road network along SR 26. In addition, the City is encouraged to conduct a cumulative traffic analysis for the City's road network to assess current and projected LOS.

Plans and Policies Related to SR 26

The City of Trenton is bisected by a segment of SR 26. Trenton's comprehensive plan classifies the segment within the city limits as a two-lane undivided minor arterial. Under Policy II.1.1 of the plan, the city is required to establish service standards at peak hours for SR 26 as defined by the Florida Department of Transportation. According to

the comprehensive plan, Trenton established a level of service standard “D” for the segment of SR 26 within the city boundaries.

Recent changes to Florida’s growth management legislation mandate local use of FDOT level of service (LOS) standards for concurrency determinations on SIS highways like SR 26. Currently, an LOS standard of “C” has been established for the SR 26 corridor in both Alachua and Gilchrist Counties and this change will need to be reflected in Trenton’s comprehensive plan. In addition, Trenton is currently participating in an SR 26 bypass study with the FDOT District 2 planning office. Should the City choose to widen SR 26 through town, it will need to enact an effective access management policy to maintain the safety and efficiency of the newly improved corridor.

Access Management Policies

Access control measures for Trenton are listed in Policy II.1.2 of the plan. The policy requires conformance with FDOT access management requirements for state roads, and establishes the minimum distance between access points per property or development on county roads. Policy II.1.2 is provided below.

“Policy II.1.2. - The City shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan and the following requirements for County roads:

- a) Permitting 1 access point for ingress and egress purposes to a single property or development;
- b) Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet;
- c) Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or,
- d) Permitting more than 3 access points where a minimum distance of 1000 feet is maintained between each access point.”

Right-of-Way Preservation

Right-of-way preservation policies are addressed under Objective II.4 of the plan. The objective requires the City to protect “future right-of-ways from building encroachment by establishing ROW setback requirements for all structures along new or realigned collector and arterial roadways.” Toward that end, a minimum setback of 75 ft. measured from the centerline of the new or realigned collector or arterial roadways is required (Policy II.4.1). Developments requiring a site plan or platting must provide “an additional 10 foot right-of-way width” for all proposed collector and arterial roadways under Policy II.1.4. The ROW must be used to provide for bicycle and pedestrian ways as integrated or parallel transportation facilities.

Street Network and Connectivity Policies

Street network connectivity and design are discussed in Policy I.2(3) and I.2(4). According to the policies, street patterns may deviate from a gridiron street pattern if the result would be a more desirable layout. Proposed streets must extend to the boundary lines of subdivided tracts. However, exceptions may be granted if street extension is not feasible due to the physical boundaries of the property or the extension is deemed unnecessary or undesirable by the City Commission.

Land Use and Activity Center Policies

Policy I.6.3 of the Trenton plan stipulates a 3-to-1 lot depth-to-width ratio. Figure 23 below depicts the dimensions of the parcels in and around the City of Trenton. The figure also shows land use by parcel in the area.

Planned residential developments (PRD) are discussed on a conceptual basis in Objective I.4 of the plan. Under the objective, site plans for PRDs becomes the land development regulations for the land to which it is applied. In addition, PRDs must be planned and developed as a single development or developed as an approved program series of developments.

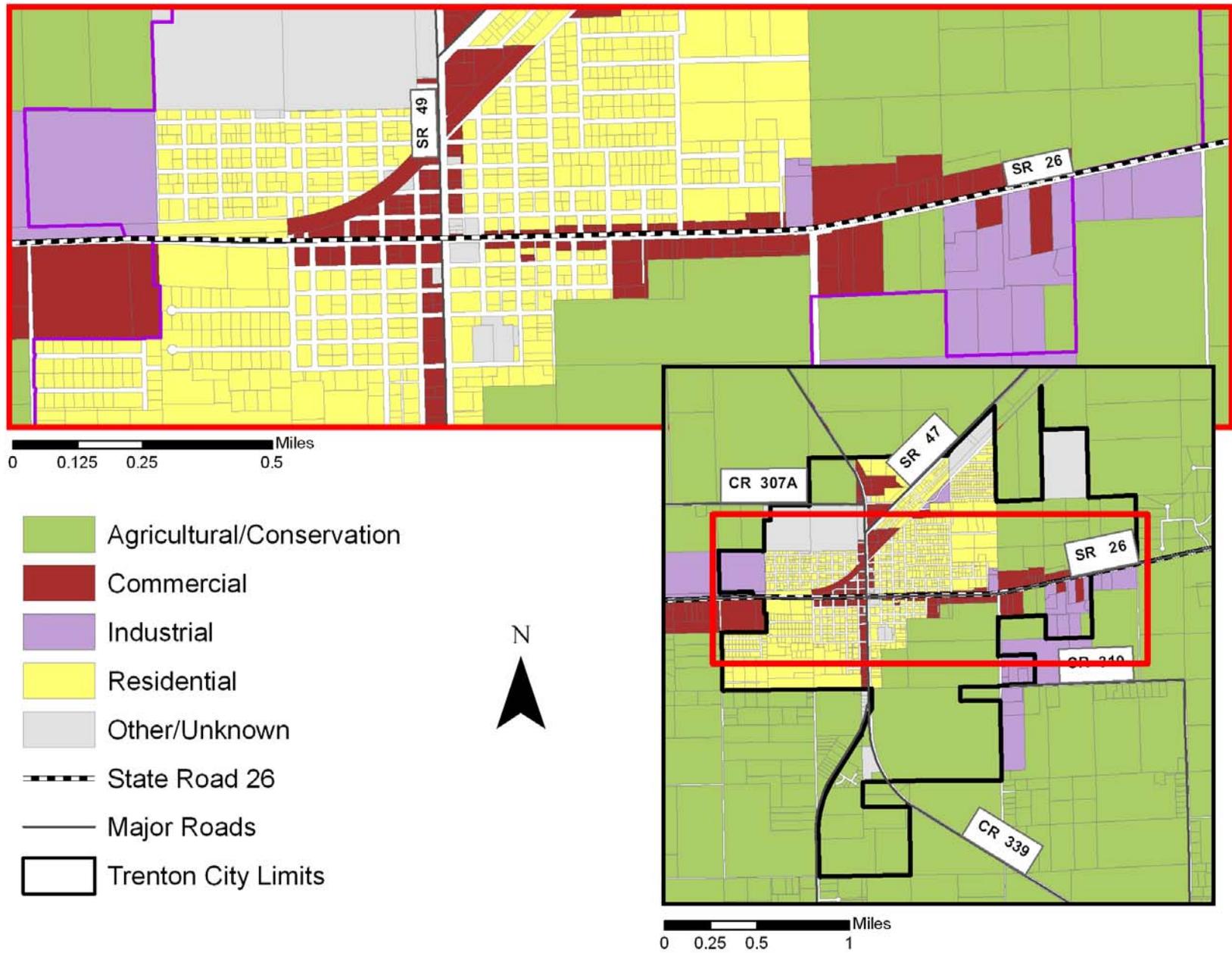
Coordination Policies

Coordination of planning efforts with the Florida Department of Transportation is required in Objective II.3. Under the objective, the City must coordinate its traffic circulation plans for consistency with FDOT's 5-Year Transportation Plan. The City is also required to review comprehensive plans and land development activity for consistency with the 5-Year Transportation Plan (Policy II.3.1).

Coordination is also addressed in Goal VII of the plan. According to the goal, the City should “establish processes among the various governmental entities to achieve coordination of comprehensive planning, promote compatible development, provide public service and promote the efficient use of available resources among governmental entities.” Policies and objectives under the goal require the City to coordinate planning activities with the comprehensive plans of adjacent governments and “other units of local government providing services but not having regulatory authority over the use of the land” (Objective VII.1).

Coordination efforts for proposed developments are detailed in Policies VII.2.1 and VII.2.3. Policy VII.2.1 requires the City to review the relationship of proposed developments to the existing comprehensive plan of adjacent local governments during the review process. In addition, the City will provide preliminary plats and permit plans for multifamily, commercial and industrial developments to adjacent governments for review and comment when the development abuts the “adjacent local government’s political boundary” (Policy VII.2.3).

Figure 23. City of Trenton Land Use



Land Development and Subdivision Regulations

Access Management Regulations

The City of Trenton addresses access management in §4.2.3 of the Land Development Regulations. The section states that "...the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street." For state highways, the regulations defer to FDOT requirements and require access to "be in conformance with Chapters 14-96 and 14-97, Florida Administrative Code."

Connection permits (called "curb break" permits) or changes to an existing permit must be obtained from the Land Development Regulation Administrator. The number of connections allowed is detailed in §4.2.3.1 of the Land Development Regulations. Each property is allowed a minimum of one connection for ingress/egress onto a public street. Properties with access points spaced a minimum distance of 20 feet apart may be permitted two connections. Three connections may be permitted for properties with a minimum spacing of 100 feet between breaks. More than three connections may be permitted from single property or development where the minimum spacing equals or exceeds 1,000 feet.

Special connection regulations are applied to commercial-automotive uses under §4.2.6. According to this Section, commercial-automotive uses may have up to two driveways for every 150 feet of frontage with a maximum driveway width of 30 feet, excluding transitions. They must be a minimum of 15 feet from the right-of-way-line of any intersection and any other property line. A minimum distance between site driveways of 20 feet is also required.

Trenton, like Newberry, limits or prohibits the location of connections under certain circumstances, which include connections:

- inside the radius return of an intersection;
- less than 10 feet from the intersection of right-of-way lines; or,
- less than five feet from any interior property line.

Despite addressing the location and number of connections, Trenton's regulations do not address the width of driveways. The regulations also do not address driveway throat length.

Subdivision Regulations

Trenton's land development regulations (LDRs) define a subdivision as "the division of a parcel of land, whether improved or unimproved, into three or more lots or parcels of land" and further delineates between major and minor subdivisions. Minor subdivisions refer to subdivisions of three parcels or less, which do not:

- require construction of new roads, extension of local government facilities or creation of public improvements;
- adversely affect the remainder of the parcel or adjacent property; or,
- conflict with any provision or portion of the plan or land development regulations.

By definition, lots within a minor subdivision must obtain access from existing streets.

Major subdivisions are defined as subdivisions “consisting of 4 or more lots and/or requiring any new street or extension of local government facilities, or the creation of any public improvements.” Section 5.26.3.3 requires the City Commission to limit the access of subdivisions bordering on or containing an existing street through one of three methods. The methods, as listed in §5.26.3.3, are as follows:

- “1. The subdivision of lots so as to back onto the existing street; no access shall be provided from the existing street and screening shall be provided in a strip of land along the rear property line of such lots.
2. A marginal access street separated from the existing street by a grass strip and having access thereto at suitable points.
3. A series of cul-de-sacs or u-shaped streets, entered from and designed generally at right angles to the existing street. Each proposed roadway or street shall be located no less than one thousand (1,000) feet apart where such streets connect with the existing street.”

Trenton stipulates subdivision approval procedures in §5.14.2 of the land development regulations. Under the section, approval of a proposed subdivision must be secured prior to the sale of the property. Minor subdivisions must participate in a pre-application conference and submit a final subdivision plat. In addition to these requirements, major subdivisions must submit a preliminary plat and construction plans.

Section 5.10 of the land development regulations addresses self-imposed restrictions for subdivision. Under this section, any restrictions required by a subdivider which exceed the restrictions contained in the land development regulations must be “indicated on the subdivision plat and/or recorded with the Clerk of the Circuit Court of the County.”

Trenton, like Gilchrist County, established procedures for the resubdivision of land (§5.9). Under this section, changes to a subdivision affecting the layout of any street must be approved by the City Commissioners by the same procedures, rules, and regulations as a subdivision. Section 5.9.2 (below) details procedures for subdivisions where future subdivision is indicated.

5.9.2 Procedures for Subdivision Where Future Resubdivision is Indicated. Whenever a parcel of land is subdivided and the subdivision plat show one (1) or more lots contain more than one (1) acre of land and where such lots could eventually be resubdivided into smaller building sites, the City Commission may require that such parcel of land allow for the future opening of streets and the ultimate extension of adjacent streets and utilities. Easements providing for the future opening and extension of such streets may be made a requirement of the plat.

Lot Frontage and Dimensional Criteria

Section 5.23 of the code establishes a lot depth-to-width ratio of 3-to-1. Despite established lot ratio requirements, the City does not impose minimum lot area or frontage requirements for commercial or industrial zoning classifications. With the exception of mobile home parks, the minimum lot frontages for residential properties range between 50-100 feet. Many properties zoned agriculture have a minimum lot frontage

requirement of 380 feet; however, the requirement does not apply to all permitted uses in the zone. Frontage requirements for Planned Residential Developments (PRDs) vary by development and are determined by the development’s approved zoning plan.

Lots falling into more than one zoning district are addressed in §2.2. Under this section, the portion of a lot falling within a zoning district must adhere to that district’s requirements. Table 8 indicates Trenton’s lot area and frontage requirements by zone.

Table 8. Minimum Lot Area and Width Requirements (Trenton)

Zoning Classification		Minimum Lot Area	Minimum Lot Frontage (feet)
Code	Description		
Rural/Agricultural			
CSV	Conservation	none	none
A	Agricultural *	10 acres	380
A	Agricultural **	none	none
Residential			
RSF-1	Residential, Single Family	20,000 sq ft	100
RSF/MH-1	Residential (Mixed) Single Family/Mobile Home		
RMH-1	Residential, Mobile Home		
RSF-2	Residential, Single Family	10,000 sq ft	85
RSF/MH-2	Residential (Mixed) Single Family/Mobile Home		
RMH-2	Residential, Mobile Home		
RSF-3	Residential, Single Family	7,500 sq ft	50
RSF/MH-3	Residential (Mixed) Single Family/Mobile Home		
RMH-3	Residential, Mobile Home		
RMH-P	Residential, Mobile Home Park	10 acres	400
RMF-1,2	Residential, Multiple Family - Single Dwelling	7,500 sq ft	50
RO	Residential/Office - Single Family	10,000 sq ft	85
RMF-1,2	Residential, Multiple Family - Duplexes		
RO	Residential/Office - Duplexes		
RMF-1,2	Residential, Multiple Family - Multiple Family Development	16,335 sq ft	80
RO	Residential/Office - Multiple Family Development		
Mixed/Planned Development			
PRD	Planned Residential Development	5 acres	Determined by Zoning Plan
Commercial			
CG	Commercial, General	none	none
C -CBD	Commercial, Central Business District	none	none
CI	Commercial, Intensive	none	none
CA	Commercial, Automotive	varies	varies
Industrial			
ILW	Industrial, Light and Warehousing	none	none
I	Industrial	none	none
* Single family dwelling, mobile home, and group living facilities			
** All other permitted uses and structures			

Street Network and Connectivity

Trenton’s current LDRs prohibit dead-end streets in proposed subdivisions. Section 5.26.3.8 requires subdividers to construct new roads that provide for the continuation of arterial and collector streets between proposed subdivisions and adjacent properties. In addition, the LDRs require proposed subdivisions adjacent to undeveloped land to provide stub streets and right-of-way to the property line of the subdivision. Stub streets

of 250 feet or less must include temporary T- or L-shaped turnabouts; whereas, stub streets in excess of 250 feet require temporary cul-de-sac turnabouts. Land outside the typical right-of-way used to create temporary turnabouts reverts to the abutting landowners when streets are extended. Owners of proposed subdivisions are required to pay for stub street restoration to the original cross-section design and street extensions.

In Trenton, street improvements are based on a schedule, which establishes minimum ROW and pavement (referred to as “wearing surface”) requirements for arterial, collector, local streets, and marginal access streets. The ROW requirement for local and marginal access streets is 60 ft and a 36-foot wearing surface. The requirement for collector streets is 80 ft of ROW. Minimum right-of-way and improvement requirements for arterial streets are 100 feet of ROW, two 24-foot wearing surfaces, and a 20-foot median. Large subdivisions expected to generate average daily traffic greater than 7,000 vehicles must install an additional 24-foot wearing surface.

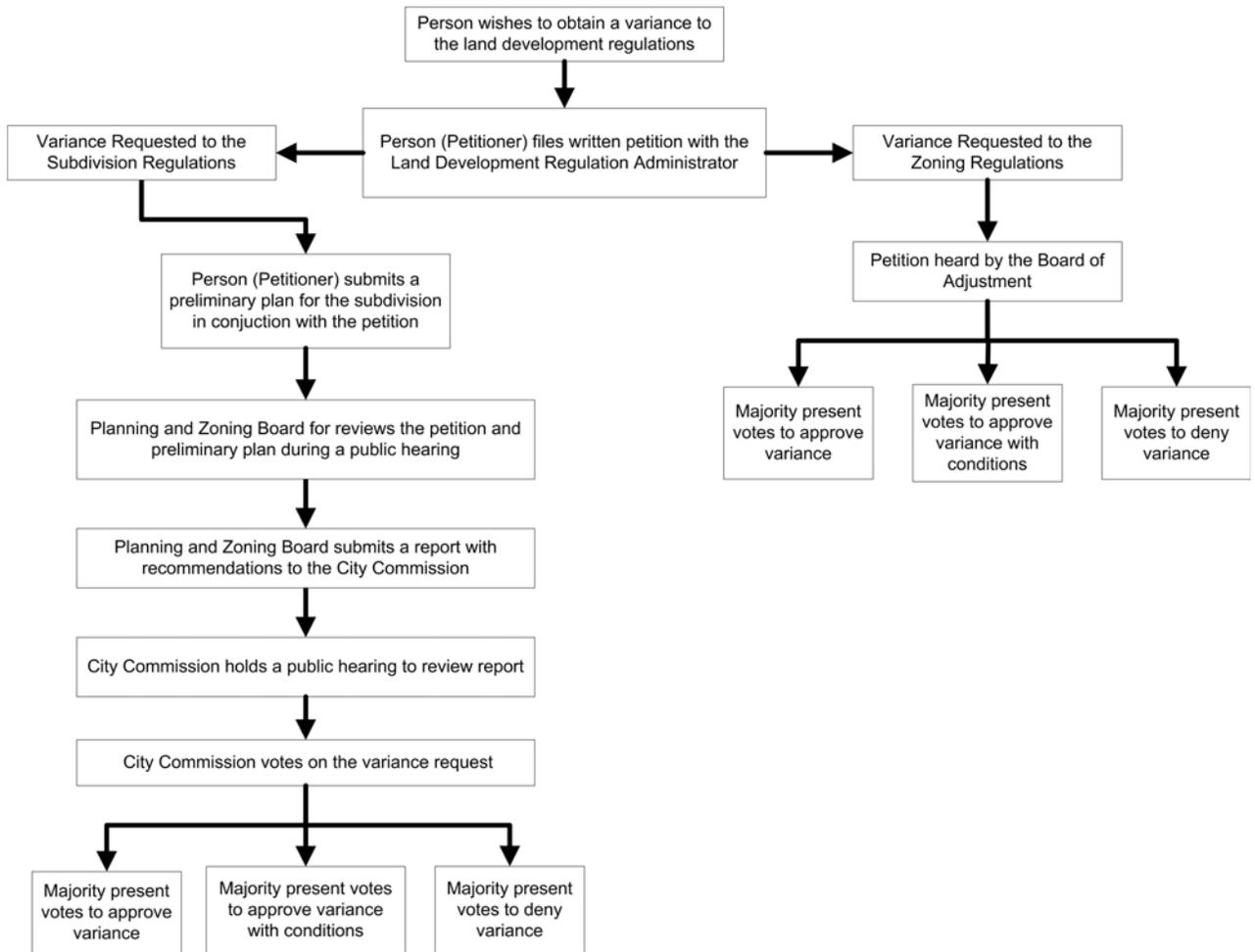
Planned Residential Development

In Trenton, PRDs are used to encourage development, add flexibility to site planning, and provide for an efficient use of land resulting in smaller networks of utilities and streets. Access from a PRD to the external transportation system is governed by §4.16.12.10 of the LDRs. According to the section, a PRD must “provide direct access to a major street (arterial or collector) unless due to the size of the Planned Residential Development and the type of uses proposed, it will not adversely affect the traffic on adjoining minor (local) streets.”

Variances and Appeals

In Trenton, individuals wanting to obtain a variance to the land development regulations must file a written petition with the Land Development Regulation Administrator. A preliminary plan must be submitted with the petition for variance requests from the subdivision regulations. The Planning and Zoning Board reviews and makes recommendations to the City Commission on requested variances. After reviewing the recommendation and holding a public meeting, the City Commission votes to approve, approve with conditions, or deny the variance request. Figure 24 describes Trenton’s variance process.

Figure 24. City of Trenton Variance Process



General Comments

1. Recent changes to Florida’s growth management legislation mandate local use of FDOT level of service (LOS) standards for concurrency determinations on SIS highways like SR 26. Currently, an LOS standard of “C” has been established for the SR 26 corridor in Alachua and Gilchrist Counties. This change will need to be reflected in Trenton’s comprehensive plan. In addition, Trenton is currently participating in an SR 26 bypass study with the FDOT District 2 planning office. Should SR 26 be widened through town as an alternative to the bypass, then the City will need to strengthen its access management practices to maintain the safety and efficiency of the improved SR 26.
2. Current land development regulations and comprehensive plan policies require conformance with FDOT access management requirements for state roads. This practice helps to strengthen coordination of access and development permitting with FDOT.

3. Strip development along a corridor is a contributing factor to safety and operational problems on a major roadway. Currently, the City's comprehensive plan and land development regulations do not address strip development and there is evidence of commercial stripping along SR 26. It will be important for the City to increase the depth of its commercial areas so they may be served by an internal circulation network and connected to abutting neighborhoods. The City should also take steps in its land use plan to define appropriate commercial activity center areas.
4. The City applies spacing to local roads based on the length of property frontage, with special criteria for gas stations. This approach establishes limits on the number of driveways per site, but fails to assign access spacing standards to roadways based on their level of importance to mobility. All land uses should be required to abide by the same access standards for that respective roadway, rather than varying driveway limits and spacing by type of use or frontage, which leads to inconsistent spacing. This practice should be replaced with a basic limit of one driveway per parcel and access spacing standards by roadway type or classification. The same applies to special driveway limitations for automotive and self-service stations, which are tied to lot frontage. The City should establish spacing standards by type of roadway for City roads and defer to those of Gilchrist County for County-maintained thoroughfares, should they be adopted as proposed.
5. Current regulations allow driveways in the physical area of an intersection. This creates serious safety hazards and should be removed from current land development regulations. Corner clearance standards are typically the same as access connection spacing standards. Therefore the City could defer to the spacing standards of FDOT on state highways for this purpose and those of Gilchrist County for county-maintained thoroughfares, should they be adopted as proposed. In addition, the City should enforce improved corner clearance on locally maintained roadways.
6. Trenton lacks minimum lot frontage requirements for commercial and industrial zoning classifications. The minimum lot frontage requirements for residential land uses range between 50-100 feet. Each of these issues can result in lot splits on SR 26 that are less than the required access spacing. Some method for prohibiting creation of new lots that fail to meet access spacing is suggested. Such a method could allow smaller lot frontages where properties obtain access from an internal road.
7. The City has established several policies to protect future right-of-way from development encroachment along arterial and collector roadways. Such requirements are important to the development of a supporting street system. The City should use caution in implementing right-of-way dedication requirements to assure that any ROW dedication is roughly proportionate to the impacts of each development.
8. The land development regulations do not address the creation of flag lots along the SR 26 corridor. Adopting and enforcing flag lot regulations prevent the creation of flag lots and regulate private access easements. The City should prohibit the platting of flag lots along SR 26, with exceptions only for unique circumstances and through a variance or special exception process.

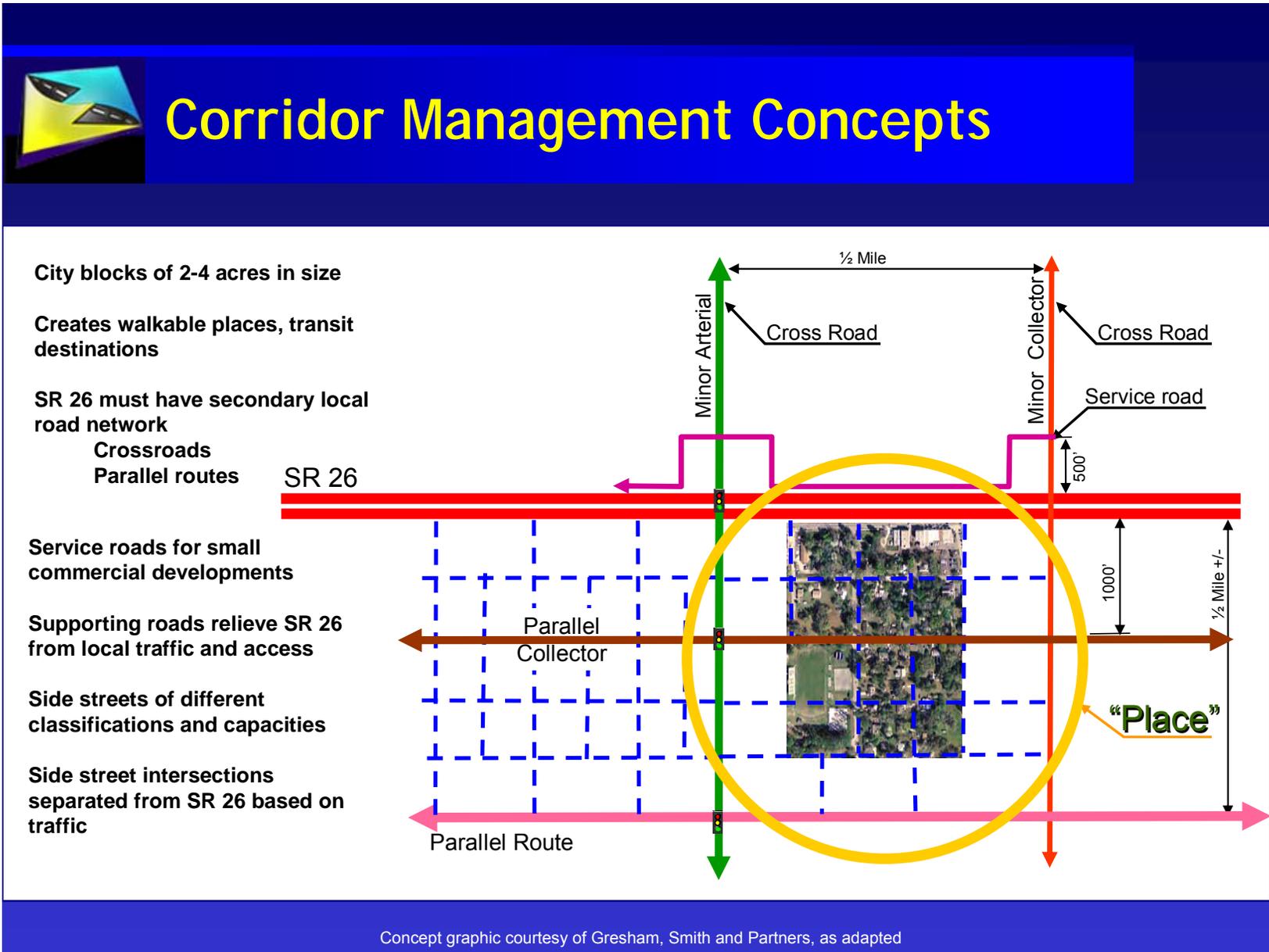
SUMMARY AND CONCLUSIONS

Key findings of the assessment of current practice are as follows:

- The communities along the SR 26 corridor are struggling with the transportation impacts of development. The LOS on SR 26 in Newberry currently exceeds the adopted level of service C. As a result, Newberry is facing a concurrency moratorium on development until a solution can be devised. Alachua County, Trenton, and Gilchrist County are also grappling with concurrency issues on SR 26. FDOT, in an attempt to ease pressures on these communities, is looking to develop an SR 26 by-pass. Community support for the by-pass is mixed due to the concerns about the potential economic ramifications of directing traffic around these communities. However, widening SR 26 through the towns of Newberry or Trenton would result in major community impacts. An easy solution is elusive, but access management and street network development in each of the local governments is a necessary next step.
- Inadequate connectivity of local street networks is a major issue contributing to demand on SR 26 – particularly in Alachua County where numerous existing residential subdivisions west of Gainesville lack connectivity. Many of these subdivisions are served by only one point of ingress and egress and lack of connectivity with adjacent developments. This forces residents onto SR 26 for most, if not all, of their daily trips. With the number of proposed developments increasing, a major issue of importance for each local government is to provide for alternative parallel routes and side streets along SR 26.
- Each jurisdiction is actively working towards mitigating the impacts of development through network development and access management. Newberry is developing a thoroughfare plan and hopes to encourage parallel access routes along SR 26 to improve traffic circulation and reduce access problems. Newberry also indicated a strong interest in updating their access management regulations. Trenton is in the process of updating its comprehensive plan to include policies that prevent the LOS degradation of SR 26 caused by development. Gilchrist County drafted new access management regulations, adopted lot split controls, and is seeking to establish a master street plan. Alachua County is in the process of including a parallel road network in the County's Long Term Concurrency Management Plan and plans to coordinate planning efforts with Newberry. All of these efforts will improve access management and operations along SR 26, as well as the aesthetic character of the overall corridor.
- Commercial strip development is occurring along the SR 26 corridor in Trenton and unincorporated Gilchrist County. It will be important to counter this trend by increasing the depth of planned commercial areas and enacting regulations that require unified internal circulation systems and cross access with abutting commercial parcels.

- Only Alachua County has standards related to driveway throat length. Establishing adequate throat length standards prevents vehicles from backing into the flow of traffic on public streets or causing unsafe conflicts with on-site circulation. It will be important to address this issue in local access design criteria and site plan review.
- Currently, jurisdictions along the SR 26 corridor do not regulate access to outparcels in their land development regulations. Alachua County is exercising some access controls for outparcels in their development review process; however, these controls can vary by development because they are not found in regulation or practice.
- Only Alachua County had corner clearance standards in its code for non-state highways and the other communities allow driveways within the physical area of intersections. Corner clearance standards are needed to preserve traffic safety at intersections and convenience of access to corner properties. The required corner clearance along SR 26 is established by FDOT connection spacing standards. Access spacing standards at the local level are needed to establish adequate corner clearance along locally maintained side streets.
- The land development regulations reviewed did not include joint and cross access requirements for commercial developments. Cross access should be required between abutting commercial sites that are not part of an overall unified circulation plan. These requirements should be included in land development regulations in addition to the existing policies in the comprehensive plan, so they are consistently enforced in the development review process.

Figure 25. Corridor Management Conceptual Plan



Concept graphic courtesy of Gresham, Smith and Partners, as adapted

CONCEPTUAL ACCESS MANAGEMENT PLAN

The assessment of current practice revealed several key access management issues along the SR 26 corridor in the study area. Recommendations to address these access issues form the basis of a conceptual corridor access management plan for SR 26. These recommendations are summarized below.

8. Plan and map parallel roadway and cross street networks along SR 26 to provide a clear framework for implementing alternative access along the corridor.
 - Each jurisdiction should add segments of the parallel roadway system to the capital improvements element of its comprehensive plan and require developer participation in implementing the system through fair share agreements as a condition of development approval for SR 26 concurrency mitigation.
 - Consider establishing a long term concurrency management system plan for accomplishing this supporting network on selected segments of SR 26.
 - Consider establishing a corridor management overlay ordinance for segments of SR 26 to aid in implementing parallel roadways and interparcel cross access in selected areas.
9. Establish a local government thoroughfare plan and adopt or update right-of-way preservation requirements to advance development of arterial and collector streets throughout the community:
 - Adopt a future traffic circulation map in the comprehensive plan that identifies the network of planned arterials and collectors to be preserved and assigns future right-of-way needs for each mapped street.
 - Enact policies and regulations that clearly restrict building in the right-of-way of a mapped transportation facility without a variance, and that clarify that ROW dedication will be roughly proportionate to development impacts.
 - Address right-of-way preservation in the development review process and provide for measures to mitigate hardship on property owners and preserve property rights, such as on-site density transfers, cluster options, and modifying alignments.
10. Enforce local street network and connectivity standards to help reduce reliance on SR 26 for short local trips:
 - Strongly enforce existing standards that require subdivisions to continue and connect to existing local and collector street networks.
 - Require developments to connect through to side streets at appropriate locations.

- Require internal roads for residential subdivisions and consider allowing some variation in local street design to accommodate variety of cross section types, unpaved shared access drives for rural residential areas, and “skinny” streets where desired to maintain small town residential character.
11. Promote and enforce activity center development for commercial areas along SR 26 and increase the depth of commercially zoned areas where necessary to avoid commercial strip development;
 - For large commercial developments require the provision and/or continuation of local and collector streets and provide street connections with surrounding residential areas so residents may access the center without traveling on SR 26;
 - Require shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system.
 - Clarify in regulations that properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not receive the maximum potential number of access points for that frontage indicated under *minimum* access spacing standards.
 12. Strengthen and update local land division and access regulations to address access management on SR 26 and help reinforce development alternative access roads:
 - Establish that existing lots unable to meet the access spacing standards for SR 26 must obtain access from platted side streets, parallel streets, service roads, joint and cross access, or the provision of easements.
 - Establish minimum access spacing standards for locally-maintained thoroughfares and use these to guide corner clearance, as well. Maintain adequate corner clearance at crossroad intersections with SR 26.
 13. Enact the necessary coordination measures with FDOT District 2 access permitting staff to ensure that conditions are placed in the access permit requiring properties to remove nonconforming access points and/or obtain alternative access in areas where parallel roads, service roads, and side street networks are planned. Provide FDOT access permitting staff with an opportunity to coordinate in review of proposed plats and development applications along the SR 26 corridor to prevent access problems.
 14. Consider establishing a corridor management team made up of representatives of each local government and FDOT District 2 to facilitate coordination in implementing alternative access along the SR 26 corridor and to address requests for deviation from SR 26 access spacing requirements and local alternative access plans.

- In addition, FDOT District 2 should consider designating a regional access permit coordinator to participate in this process.

APPENDICES

Appendix A: Current Local Practices Matrix

Technique	City of Newberry	Alachua County	Gilchrist County	City of Trenton
Access Management Policies in Plan	Yes	Yes	Yes	Yes
Activity Center Strategies in Plan	No	Yes	Yes	No
Access Management Section in Code	Yes	Yes	In process	Yes
Access Approval Authority	Land Development Regulation Administrator	County Engineer	Planning Director	Land Development Regulation Administrator
Connection Permit Required	Yes	Yes	Yes	Yes
Limits on Driveways per Site	Yes, varies by distance between "curb breaks"	Up to 2 connections per 660 ft ⁱⁱⁱ	Yes, varies by distance between "curb breaks"	Yes, varies by distance between "curb breaks"
Connection Spacing Standards	References FDOT requirements	Spacing for collectors and arterials; 275' for Class III - Class IV Connections	References FDOT requirements	References FDOT requirements
Corner Clearance	No	150' min. for collectors and arterials	No	No
Continuation of Streets	Planned and Mixed Use Developments; New Subdivisions ⁱⁱ	Required for Activity Centers and TNDs	Yes	Between proposed subdivisions and adjacent properties ⁱⁱ
Corridor Overlays/ Special Districts	No	Oaks Mall; Jonesville	No	No
Driveway Throat Length	No	Yes	No	No
Flag Lot Standards	Yes	No	Yes	No
Outparcel Regulations	No	No	No	No
Minor Subdivision or Lot Split Regulations	Yes, ≤ 3 lots	Yes	Yes, 1 lot	Yes, ≤ 3 lots

Technique	City of Newberry	Alachua County	Gilchrist County	City of Trenton
Interchange Area Access Management	No	No connections on ramp acceleration/ deceleration lanes	No	No
Joint and Cross Access	No	Encouraged	No	No
Lot Width to Depth Ratio	Yes	No	Yes	Yes
PUD Zoning or Planned Development	Yes	Yes	Yes	Yes
Retrofit Requirements	No	Yes ^{iv}	No	No
Reverse Frontage/Internal Access	Yes	No	Yes	Yes
ROW Preservation	Yes, at section lines	Yes	Yes	Yes
Service Roads/Frontage Roads	Partly, marginal access street	Encouraged	Partly, marginal access street	Partly, marginal access street
Street Network/ Connectivity	Planned and Mixed Use Developments; New Subdivisions ⁱⁱ	Yes; Required for Activity Centers and TNDs	Yes	Between proposed subdivisions and adjacent properties; New subdivisions ⁱⁱ
Signal Spacing (Arterials)	No	No	No	No
Deviations from Connection Spacing	Board of Adjustment	Board of Adjustment or Board of County Commissioners	Board of Adjustment	Board of Adjustment

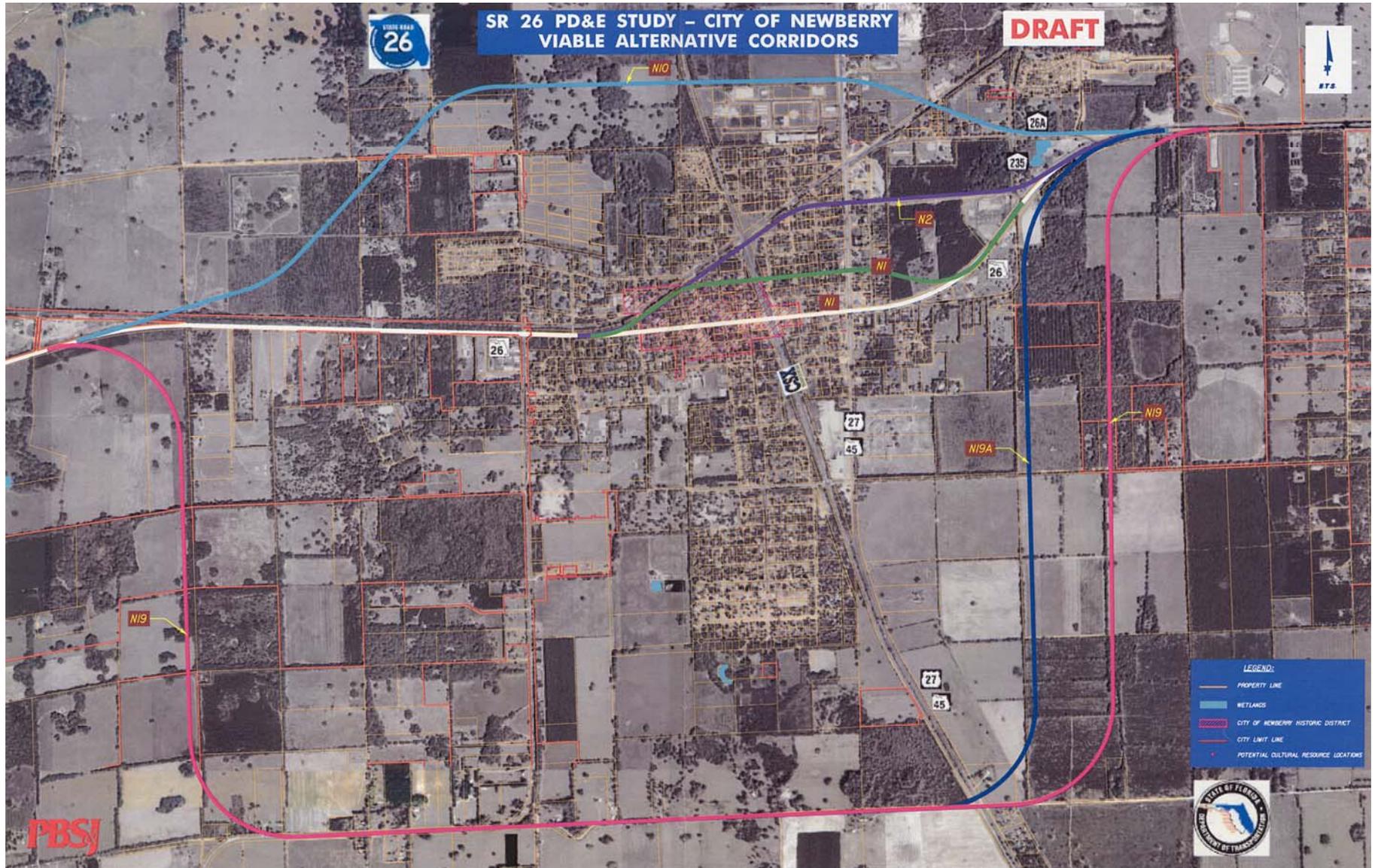
ⁱ Planning and Zoning Board makes recommendations

ⁱⁱ New subdivisions must continue streets and provide stubs to undeveloped land with turnabout

ⁱⁱⁱ Minimum number necessary for use; traffic study required for additional connections

^{iv} Included in Comprehensive Plan Policy 1.1.5(g) - "access management standards shall be incorporated in development plans during redevelopment or development expansion activity."

Appendix B: State Road 26 Bypass (Map)



Appendix C: Access Management Workshop Comments

On October 25, 2006, one-day workshop focused on land development regulations that support access management was conducted in Newberry, Florida. Workshop participants included planners, engineers, and elected officials from the jurisdictions along SR 26 as well as consultants, FDOT representatives, and bicycle/pedestrian representative. Jurisdictions represented at the include Alachua County, Gilchrist County, the City of Newberry, and the City of Trenton.

At the beginning of the workshop, participants were asked what they hoped to learn from the workshop. Topics of interest to the participants included:

- Coordination strategies across jurisdictions and with FDOT;
- Methods for managing access on the SR 26 corridor;
- Methods for addressing growth management rules and regulations, such as concurrency;
- How to balance competing interests, such as balancing statewide mobility with local and pedestrian mobility needs in cities;
- How to implement grid street systems on SIS arterials in light of access spacing criteria;
- Access management strategies for alternative modes of transportation (transit, bicycle, pedestrian)
- Retrofitting and redevelopment strategies.

During the workshop, participants collaborated on an exercise to develop a conceptual access management plan. Suggested strategies identified by participants to manage access on SR 26 were to:

- Create parallel reliever roads along SR 26;
- Jog local roads when interconnecting to reduce through traffic;
- Develop straight, continuous major collectors;
- Implement lot split regulations requiring enough depth to accommodate commercial development;
- Develop lot split regulations that prevent further splitting and piecemeal problems;
- Apply strict access controls to the SR 26 and restrict commercial rezonings and land use amendments on the by-pass to sustain downtown areas;
- Protect interchanges on the by-pass through access management around ramps;
- Add pedestrian cut throughs between disconnected local streets to still allow pedestrian and bicycle mobility;
- Provide residential interconnections and local streets wherever feasible to promote neighborhood mobility;
- Increase spacing between access points;
- Building service roads with good separations at side streets.

In addition to suggesting access management strategies, participants were asked to develop coordination strategies to improve conditions on SR 26. Coordination strategies suggested by participants included:

- Coordinating land uses into activity centers to create nodes versus strips;
- Working with FDOT to remove segments of SR 26 from the SIS/FIHS;
- Requesting FDOT hire/assign someone to serve as a permit coordinator for the corridor;
- Improving communication between neighboring jurisdictions and related agencies.

Appendix D: Gilchrist County Access Management Ordinance (Draft Version)

SECTION 6.01 GENERAL PROVISIONS

6.01.01 Purpose. The purpose of this Article is to provide development design and improvement standards applicable to all development activity within the unincorporated area of the county.

6.01.02 Responsibility For Improvements. All improvement required by this Article shall be designed, installed, and paid for by the Developer.

6.01.03 Principles Of Development Design. The provisions of this Article are intended to ensure functional and attractive development. All development shall be designed to protect natural resources; avoid unnecessary impervious surface cover; provide adequate access to lots and sites; and avoid adverse effects of shadow, glare, noise, odor, traffic, drainage, and utilities on surrounding properties.

SECTION 6.02 TRANSPORTATION SYSTEMS

6.02.01 Purpose. This section establishes minimum requirements applicable to the development transportation system, including public and private streets, bikeways, pedestrian ways, parking and loading areas, and access control to and from public streets. The standards in this section are intended to minimize the traffic impacts of development, to assure that all developments adequately and safely provide for the storage and movement of vehicles consistent with good engineering and development design practices.

6.02.02 Streets.

- (a) In general, streets shall be installed in accord with Section 10.05 of the Subdivision regulations in Article 10 of this Code.
- (b) In any case where the standards in Section 10.05 are inappropriate for, or inapplicable to, a particular type of development, standards may be established by the reviewing with the advice of the county engineer and county road superintendent.

6.02.03 Access Management.

- (a) *Definitions.*

Connection (or *Access Connection*) means any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

Corner Clearance means the distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.

Cross Access means an easement or service drive providing vehicular access between two or more contiguous sites.

Driveway Spacing means the distance between driveways as measured from the closest edge of pavement of the first driveway to the closest edge of pavement of the second driveway along the same side of a roadway.

Functional Area (intersection) means that area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and driveway spacing standards

Joint Access (or Shared Access) means a driveway connecting two or more contiguous sites to the public street system.

Throat Length means the distance parallel to the centerline of a driveway to the first on-site location at which a driver can make a right turn or a left turn. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without a curb and gutter, the throat length shall be measured from the edge of the paved shoulder.

- (b) *Access to State Highways.* Access spacing on all state highways shall be in accordance with the Access Classification System & Standards of the Florida Department of Transportation as set forth in Rules 14-96 and 14-97 of the Florida Administrative Code. A Notice of Intent to Permit such access must be obtained from the Florida Department of Transportation prior to County approval of a building permit or certificate of occupancy.
- (c) *Access to County Roadways.* Access spacing on roadways under the jurisdiction of Gilchrist County shall meet or exceed the minimum spacing requirements of Table A for that roadway classification.

Table A: Access Spacing

Functional classification	Connection Spacing (feet) ⁽¹⁾	Median Opening Spacing ⁽²⁾	Signal Spacing
Major Arterial with a median	660 ⁽³⁾ , 440 ⁽³⁾ , 1320 ⁽³⁾ , 660 ⁽⁴⁾	¼ mile ⁽³⁾ , 660 ⁽⁴⁾	¼ mile
Major Arterial without a median		N/A	¼ mile
Minor Arterial	440	N/A	¼ mile
Collector	245	N/A	N/A

¹ It is recognized that some areas, due to existing development characteristics, may not meet the connection spacing standards provided in this section. Access to such properties shall be allowed to continue, but every effort must be made to improve such access to the extent feasible as each site is redeveloped and as changes to the roadway allow.

² Applies to full median openings on roadways with a median. Directional median opening spacing shall be ¼ mile on all major arterials.

³ Applies to facilities with a posted speed of 45 mph or greater.

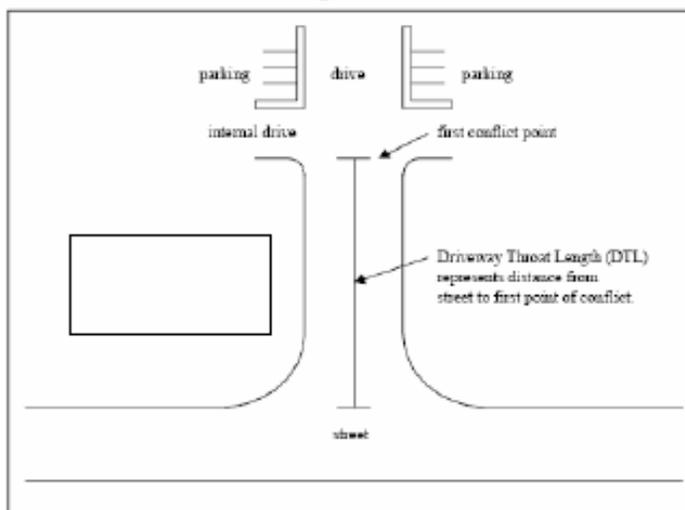
⁴ Applies to facilities with a speed of posted 40 mph or less.

- (d) *Corner Clearance.* Corner clearance for driveway access shall meet or exceed the minimum driveway spacing requirements for each impacted roadway. When these requirements cannot be met due to lack of frontage, the driveway shall be located at the rear property line farthest from the intersection and access may be limited to the street having the lower functional classification, unless this would create a safety or operational problem.
- (e) *Deviations from Access Spacing on County Roadways.* To provide reasonable flexibility to address variations in site development, topography and roadway characteristics, deviation from access spacing standards on County roadways may be permitted as indicated below.

- (1) Deviations up to 10% of the allowable spacing standard or 100 feet, whichever is less, may be authorized by the Planning Director where a property is otherwise unable to meet the minimum driveway spacing standards and where this deviation would not create a safety problem on the public road.
 - (2) Other deviations shall require the approval of the Planning Commission. A traffic impact study shall be required at the expense of the applicant to assist the County in these determinations, unless a waiver is provided for joint and cross access under the provisions of this ordinance.
- (f) *Waiver for Joint and Cross Access.* Where the existing configuration of properties and driveways in the vicinity of the subject site precludes spacing of an access point in accordance with this ordinance, the Planning Director shall be authorized to waive the spacing requirement if all of the following conditions have been met:
- (1) A joint use driveway will be established to serve two abutting building sites with cross access easements;
 - (2) The building site is designed to provide cross access and unified circulation with abutting sites; and
 - (3) The property owner agrees to close any pre-existing connections that do not meet the spacing requirements of this ordinance after the construction of both sides of the joint use driveway.
- (g) *Unified Access and Circulation.* No commercial development shall be approved on any arterial roadway unless the property owners grant an easement allowing cross-access to and from adjacent properties. Applicants shall provide such easements, agreements and stipulations as may be necessary to ensure that adjoining properties may be easily tied in to create a unified system allowing general cross-access to and from the other properties in the affected area, and have joint maintenance responsibility for said easement. Such easements, agreements and stipulations shall be recorded in the public records of Gilchrist County prior to issuance of a building permit and shall constitute a covenant running with the land. The following shall also apply:
- (1) Where abutting properties are in the same ownership, no subdivision or site plan shall be approved without a master plan for unified access. All building sites within the affected area shall be made subject to the necessary easements, agreements and stipulations.
 - (2) Where abutting properties are in different ownership, cooperation between owners on a unified access and circulation plan is strongly encouraged. As properties develop or redevelop, they shall be subject to the required unified access easements, agreements and stipulations as a condition of the building permit.
 - (3) The Planning Director in coordination with the Planning Commission shall be authorized to allow exceptions from the unified access and circulation requirements of this ordinance where it is found that abutting properties have been so developed that it is clearly impractical to create a unified access and circulation system within part or all of the affected area.
- (h) *Driveway Throat Length.* A minimum driveway throat length, as shown in Figure A-1, shall be required to allow traffic entering a development site to be stored on site and to

avoid queuing from the site onto the roadway, which causes delays to through traffic and creates safety hazards.

Figure A-1



The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway and shall conform with the guidelines in Table B.

TABLE B: Throat Length Guidelines*		
Stop Control		
Number of Lanes		Minimum Throat Length (feet)
In	Out	
1	1	50
1	2	75
Signal Control		
Number of Exit Lanes, Including Right-Turns		Minimum Throat Length (feet)
2		175
3		250

*Minimum guidelines. Actual required throat length shall be determined based on a traffic study and queuing analysis.

- (i) *Nonconforming Connections.* A development site that cannot be permitted access in accordance with the requirements of this ordinance and has no reasonable alternative means of access to the public road system, including joint and cross access with adjacent properties or side street access, shall be issued approval for a nonconforming connection. The nonconforming status of the connection shall be noted on the site plan or subdivision plan submitted for approval. A requirement may also be attached to the access that it be

eliminated or altered at the cost of the applicant when the property is capable of being served by an alternate means of access and such alternate access shall be used by the property. Any requirement to provide for subsequent alternative access shall run with the property and be a condition of development approval.

6.02.04 Standards for Drive-up Facilities. All facilities providing drive-up or drive-through service shall provide on-site stacking lanes in accordance with the following standards:

- (a) The facilities and stacking lanes shall be located and designed to minimize turning movements in relation to the driveway access to streets and intersection.
- (b) The facilities and stacking lanes shall be located and designed to minimize or avoid conflicts between vehicular traffic and pedestrian areas such as sidewalks, crosswalks, or other pedestrian access ways.
- (c) A by-pass lane shall be provided.
- (d) Stacking lane distance shall be measured from the service window to the property line bordering the furthest street providing access to the facility.
- (e) Minimum stacking lane distance shall be as follows:
 - 1. Financial institutions shall have a minimum distance of 200 feet. Two or more stacking lanes may be provided which together total 200 feet.
 - 2. All other uses shall have a minimum distance of 120 feet.
- (f) Alleys or driveways in or abutting areas designed, approved, or developed for residential use shall not be used for circulation of traffic for drive-up facilities.
- (g) Where turns are required in the exit lane, the minimum distance from any drive-up station to the beginning point of the curve shall be 34 feet. The minimum inside turning radius shall be 25 feet.

6.02.05 Visibility at Intersections and Curb Breaks

- (a) On a corner lot in all land use districts, no fence, wall, sign, hedge, landscaping, or structure shall be erected, placed, planted, or allowed to grow in such a manner as to obstruct vision between a height of 2 ½ and 6 feet above the centerline grades of the intersecting streets in the area bounded by the street lines of such corner lots and a line joining points along said street lines 25 feet from the point of such intersection.
- (b) In all land use districts, where a curb break intersects a public right-of-way, no fence, wall, sign, hedge, landscaping, or structure shall be erected, placed, planted, or allowed to grow in such a manner as to obstruct cross-visibility between a height of 2 ½ and six 6 feet within the areas of property on both sides of the curb break formed by the intersection of each side of the curb break and public right-of-way lines with 2 sides of each triangle being 10 feet in length from the point of intersection and the third being a line connecting the end of the 2 other sides.
- (c) The requirements of this subsection shall not be deemed to prohibit any necessary retaining wall.

- (d) Trees shall be permitted in the clear space provided that foliage is cut away within the prescribed heights.

SECTION 6.03 OFF-STREET PARKING

6.03.01 Generally. Off-street parking facilities shall be provided for all development within the county pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve.

6.03.02 Computation.

- (a) When determination of the number of off-street spaces required by this Code results in a fractional space, the fraction of ½ or less may be disregarded, and a fraction in excess of ½ shall be counted as 1 parking space.
- (b) In stadiums, sports arenas, churches and other places of assembly in which those in attendance occupy benches, pews or other similar seating facilities, and/or which contains an open assembly area, the occupancy shall be based on the maximum occupancy rating given the building by the fire marshal.
- (c) Gross floor area shall be the sum of the gross horizontal area of all floors of a building measured from the exterior faces of the exterior walls.

6.03.03 Number Of Parking Spaces Required.

- (a) The table below specifies the required number of off-street automobile parking spaces.

PARKING SCHEDULE	
USE	REQUIRED PARKING SPACES
Residential Uses	
Single family, attached and detached	2 per dwelling unit
Multiple family One bedroom units Two or more bedroom units	1.5 per dwelling unit, plus 1 per 10 bedrooms 2 per dwelling unit, plus 1 per 10 bedrooms
Rooming house, dormitory, fraternity or sorority	1 per 2 beds
Assisted living facility	1 per 2 persons of licensed capacity
Manufactured home park	2 per unit space
Nursing home	1 per 2 beds
Community residential homes	1 per 3 persons of licensed capacity, plus one per employee
Public and Civic Uses	
Auditorium	1 per 5 seats of maximum seating capacity in the principal area of assembly

Appendix E: Resources

Alachua County

Home Page:

<http://www.co.alachua.fl.us/>

Comprehensive Plan:

<http://growth-management.alachua.fl.us/compplanning/amendments.php>

Unified Land Development Code:

http://growth-management.alachua.fl.us/ldr/chapters/Ch400-410_Post_Adoption_7-20-06.pdf

City of Gainesville

Home Page:

<http://www.cityofgainesville.org/>

City of Newberry

Home Page:

<http://www.cityofnewberryfl.com/>

City of Trenton

Home Page:

<http://www.trentonflorida.org/>

Florida Administrative Code (FAC)

Chapter 14: Department of Transportation:

<http://fac.dos.state.fl.us/faconline/chapter14.pdf>

Florida Department of Community Affairs (DCA)

Home Page:

<http://www.dca.state.fl.us/>

Florida Department of Transportation

Home Page:

<http://www.dot.state.fl.us/>

Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways:

<http://www.dot.state.fl.us/MapsAndPublications/manuals/pub-download-list.htm>

Strategic Intermodal System:

<http://www.dot.state.fl.us/planning/sis/>

Florida Intrastate Highway System:

<http://www.dot.state.fl.us/planning/systems/fihs/>

Level of Service:

<http://www.dot.state.fl.us/Planning/systems/sm/los/default.htm>

5-Year Work Program:

<http://www2.dot.state.fl.us/programdevelopmentoffice/wp/default.asp>

Model Regulations and Plan Amendments for Multimodal Transportation Districts:

<http://www.dot.state.fl.us/Planning/systems/sm/los/pdfs/MMTDregs.pdf>

Working with Transportation Concurrency Exception Areas:

<http://www.dot.state.fl.us/planning/gm/TCEA.pdf>

FHWA Urban Boundary and Federal Functional Classification Handbook

<http://www.dot.state.fl.us/planning/statistics/pdfs/fchandbook.pdf>

Florida Bicycle Facilities Planning and Design Handbook:

http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.htm#Florida%20Bike%20Handbook

Florida Statutes

Directory:

<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=8991233&CFTOKEN=81136963>

Section 120.542, F.S.:

http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=120.542&URL=CH0120/Sec542.HTM

Section 163.3177, F.S.:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0163/SEC3177.HTM&Title=-%3e2006-%3eCh0163-%3eSection%203177#0163.3177

Section 163.3184, F.S.:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0163/SEC3184.HTM&Title=-%3e2006-%3eCh0163-%3eSection%203184#0163.3184

Section 335.181, F.S.:

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0335/SEC181.HTM&Title=-%3e2006-%3eCh0335-%3eSection%20181#0335.181

Section 337.273, F.S.:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0337/SEC273.HTM&Title=-%3e2006-%3eCh0337-%3eSection%20273#0337.273

Section 338.001, F.S.:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0338/SEC001.HTM&Title=-%3e2006-%3eCh0338-%3eSection%20001#0338.001

Section 380.06, F.S.:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0380/SEC06.HTM&Title=-%3e2006-%3eCh0380-%3eSection%2006#0380.06

Gilchrist County

Home Page:

<http://gilchrist.fl.us/>

Land Development Regulations:

<http://gilchrist.fl.us/bldg/zoning/publications.html>

North Central Florida Regional Planning Council

Home Page:

<http://www.ncfrpc.org/>