Special Called Meeting

Agenda

WEDNESDAY

CITY COMMISSIONERS OF THE CITY OF WILDWOOD
Mayor/Commissioner – Ed Wolf – Seat 1
Mayor Pro-Tem/Commissioner – Ronald Allen – Seat 5
Pamala Harrison-Bivins – Seat 2

January 18, 2012
6:00 PM

Special Called Meeting

Agenda

WEDNESDAY

~PLEASE TURN OFF ALL CELL PHONES AND PAGERS~

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 102, forty-eight (48) hours in advance of the meeting.

F.S.S. 286.0105A-If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (The City of Wildwood DOES NOT provide this verbatim record).

AGENDA

- ~~THE MEETING IS CALLED TO ORDER BY THE MAYOR~~
- ~~INVOCATION~~
- ~~FLAG SALUTE~~

~~1. TIMED ITEMS AND PUBLIC HEARINGS~~

~~7:00 PM *~~ ~~(a)~~	~~NONE AT THIS TIME~~	

* Quasi Judicial Hearing

2. REPORTS AND PUBLIC INPUT

- SPECIAL PRESENTATION: Melanie Peavy to discuss staff initiated changes to the Comprehensive Plan and brief presentations and worksheet discussions on additional issues

~~a. City Manager~~
~~b. City Attorney~~
~~c. City Clerk~~
~~d. Commission Members~~
~~e. Public Forum (10 minute time limit)~~
~~f. Notes, Reports, and items for the file as attached~~

3. NEW BUSINESS – ACTION REQUIRED

~~a. MINUTES~~

~~1. Minutes of Regular Meeting held on _____ (Attachments – Staff recommends approval)~~

~~b. ORDINANCES FIRST READING ONLY (READ ONLY – NO VOTE)~~

~~1. None~~

~~c. RESOLUTIONS FOR APPROVAL:~~

~~1. None~~

~~d. APPOINTMENTS~~

~~1. None~~

~~e. CONTRACTS AND AGREEMENTS~~

~~1. None~~

~~f. FINANCIAL~~

~~1. Bills/Invoices (Attachment – Staff Recommends Approval)~~

g. GENERAL ITEMS FOR CONSIDERATION

~~1. None~~

4. ADJOURN

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~~NOTES – NO ACTION REQUIRED~~

~~a. None~~

~~REPORTS~~

~~CITY MANAGER:~~

~~a. None~~

~~b.~~

~~CITY CLERK:~~

~~c. None~~
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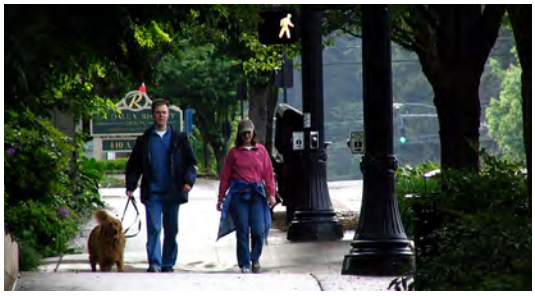
Costs of Complete Streets

Complete Streets are designed and operated so they work for all users– pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

An oft-raised concern about Complete Streets is the fear of additional costs when requiring accommodation for all modes of travel. However, jurisdictions implementing a complete streets policy within a balanced and fiscally sound budget find that it adds little to no expense to their transportation budgets. Complete streets are more cost effective than the alternative – streets made only for cars. In some cases, complete streets can even help jurisdictions save money. They are long-term investments in the overall health of communities who adopt policies.



Left: Dan Burden
Right: Peyton Chung

Help Prevent Costly Delays and Retrofits

Integrating the needs of all users – pedestrians, bicyclists, public transportation riders, motorists, older people, children, and people with disabilities – early in the life of a project minimizes costs associated with including facilities for these travelers. Complete streets policies ensure early multi-modal scoping, saving money by avoiding costly project delays. Without a policy, bicycle, pedestrian, and public transportation accommodations are often debated too late in the design process and are considered a disruption rather than necessary and beneficial project features. This creates expensive design revisions, time delays and erodes public support. Furthermore, the failure to accommodate these user groups can trigger an expensive retrofit project at later date. A bridge near Cary, Illinois was built in the early 1990s without any safe way to cross it via foot or bicycle. After several deaths and a successful wrongful-death lawsuit, Illinois DOT was forced to go back at a great expense ($882,000) to retrofit the existing bridge with a side path.[1] It would have been far less expensive to construct the bridge correctly initially.

> **"When projects are scoped and programmed without consideration for complete streets, there could be extra cost over the original estimate in order to later address pedestrian, bike, and bus features."**
> ***– Gregg Albright, Deputy Director of Planning and Modal Programs, Caltrans***

Require Minimal to Zero Additional Funding

The careful planning encouraged by complete streets policies helps jurisdictions find many effective measures that can be accomplished at little or no extra cost. Some standard infrastructure projects, such as conversion from open to closed drainage, can be enhanced with complete streets facilities (i.e. sidewalks) for negligible additional cost. Changing pedestrian signal timing at intersections to a 3.5 ft/sec walking speed adds nothing to the cost of a signal, and adding countdown clocks can be done for as little as $2000 per intersection. Adding curb bulbs where on-street parking occurs reduces the time for pedestrians to cross the street, allowing more time for automobile movement; this can be a relatively low cost way to improve both pedestrian and automobile access.

Additional costs associated with the routine accommodation of bicycling, walking, and public transportation represent an immeasurably small percentage of the total budget. On a project-by-project basis, any additional money spent is actually a long-term investment in the financial and physical health of the community.

(over)

Costs of Complete Streets

Save Money through Better Design

Communities who adopt complete streets policies commit to superior roadway planning and design in new and reconstruction projects. Executing these designs can be less expensive than projects carried out under old standards and policies. In a reconstruction project, the Brown County, WI Highway Department built a three-lane street with two bike lanes on the existing four-lane roadway, and replaced expensive traffic signals with roundabouts.[2] These changes saved the County $347,515 – 16.5% below the original project estimate.[3]

> "If a roadway is being reconstructed, rebuilding the roadway with 10-foot lanes and timing the traffic signals for 30mph will control speeds and can actually result in a reduction in costs by using a narrower overall roadway structure."
>
> *– John LaPlante, PE, PTOE Director of Traffic Engineering for T.Y. Lin International, former City Traffic Engineer with the City of Chicago*

Creating complete streets also reduces infrastructure costs by requiring far less pavement per user; this saves money at the onset of the project and reduces maintenance costs over the long-term. Compared to increasing road capacity for vehicles alone, investing in pedestrian and bicycle facilities cost far less; over the width of one traffic lane, walking and cycling can move five to ten times more people than driving.[4] Neighborhood streets built in a grid to serve all users reduce the need for wide automobile lanes and complex intersections, and can lower infrastructure costs 35-40% compared to conventional suburban development.[5]

Complete streets policies help with long-term savings for public transportation as well. The Maryland Transit Administration found providing curb-to-curb transit service for a daily commuter with disabilities costs about $38,500 a year. Investing in one-time basic improvements can enable that commuter and several more to access an existing fixed-route public transportation route; this singular cost is the equivalent of two months' worth of the curb-to-curb service for just one person. More extensive improvements, such as adding a lighted shelter and bench and replacing the sidewalk leading to the stop, have a one-time cost just 33% more than a year of curb-to-curb service for a single commuter.

Investment in the Community

Complete streets are a sound financial investment in our community that provides long-term savings. An existing transportation budget can incorporate complete streets projects without requiring additional funding, accomplished through re-prioritizing projects and allocating funds to projects that improve overall community mobility. In such a balanced and fiscally sound transportation system, complete streets facilities should not be treated as additional costs to a project.

Complete streets provide benefits to the community in many other ways, from public health to sustainability and from improved property values and economic revitalization to increased capacity and improved mobility for all. Americans expect a variety of choices, and a multi-modal system of complete streets provides alternatives to driving. Implementing complete streets allows for an efficient and optimal use of limited resources: time, fuel, land, public health, the environment, and money.[6]

> "Boulder's complete streets approach has transformed how we look at our transportation system. The city leaders made a conscious decision to provide multimodal options, and have focused on our investments accordingly. We believe this is a sound financial approach to increasing mobility and supporting the quality of life enjoyed by those who live and work in Boulder."
> *– Martha Roskowski, Program Manager, GO Boulder*

[1] Chicago Metropolitan Agency for Planning
[2] 2002-2006 Transportation Improvement Program for the Green Bay Urbanized Area.
[3] Construction cost estimates from the Brown County Highway Department (November 30, 2004)
[4] Ekoster, J., et al. "Cycling: The Way Ahead for Towns and Cities." 1999.
[5] Steuteville, Robert. "The Case for the Simple Grid." New Urban News, March 2009.
[6] Gotschi, Thomas, Ph.D. and Kevin Mills, J.D. "Active Transportation for America." Rails-to-Trails Conservancy, 2008.

Complete the Streets

Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition
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Washington, DC 20036
(202) 207-3355
info@completestreets.org

(cc) BY-NC

COMPLETE STREETS: FUNDAMENTALS

The streets of our cities & towns are an important part of our communities. They allow children to get to school & parents to get to work. They bring together neighbors & draw visitors to neighborhood stores. These streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Now, in communities across the country, a movement is growing to complete the streets. States, cities, & towns are asking their planners & engineers to build roads that are safer, more accessible, & easier for everyone. In the process, they are creating better communities for people to live, play, work, & shop.

What are Complete Streets?

Complete Streets are streets for everyone. They are designed & operated to enable safe access for all users. Pedestrians, bicyclists, motorists, & public transportation users of all ages & abilities are able to safely move along & across a complete street. Complete Streets make it easy to cross the street, walk to shops, & bicycle to work. They allow buses to run on time & make it safe for people to walk to & from train stations.

What do Complete Streets policies do?

Creating complete streets means transportation agencies change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners & engineers to routinely design & operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better & safer for drivers, transit users, pedestrians, & bicyclists – making your town a better place to live. The National Complete Streets Coalition has identified the elements of an ideal Complete Streets policy to help you write one for your town: www.completestreets.org/elements

What does a "complete" street look like?

There is no singular design prescription for Complete Streets; each one is unique & responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable & accessible public transportation stops, frequent & safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, & more. A complete street in a rural area will look quite different from a complete street in an urban area, but both are designed to balance safety & convenience for everyone using the road: www.completestreets.org/manytypes

National Complete Streets Coalition
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www.completestreets.org

Charlotte, NC Department of Transportation

Why do we need Complete Streets policies?

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, & taking public transportation inconvenient, unattractive, &, too often, dangerous. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, & bicycles means that walking, riding bikes, & riding buses & trains will be safer & easier. People of all ages & abilities will have more options when traveling to work, to school, to the grocery store, & to visit family.

Making these travel choices more convenient, attractive, & safe means people do not need to rely solely on automobiles. They can replace congestion-clogged trips in their cars with swift bus rides or heart-healthy bicycle trips. Complete Streets improve the efficiency & capacity of existing roads too, by moving people in the same amount of space – just think of all the people who can fit on a bus or streetcar versus the same amount of people each driving their own car. Getting more productivity out of the existing road & public transportation systems is vital to reducing congestion.

Complete Streets are particularly prudent when communities are tightening their budgets & looking to ensure long-term benefits from investments. A well-balanced transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects & allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are low cost, fast to implement, & high impact. Building more sidewalks & striping bike lanes has been shown to create more jobs than traditional car-focused transportation projects.

What are some of the benefits of Complete Streets?

Complete streets can offer many benefits in all communities, regardless of size or location. The National Complete Streets Coalition has developed a number of fact sheets: www.completestreets.org/factsheets

Dan Burden, Walkable and Livable Communities Institute

Complete Streets improve safety. A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, & treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, & improve bicycle safety.

Complete streets encourage walking & bicycling for health. The Centers for Disease Control & Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity. One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among individuals without safe place to walk, just 27% were active enough. Easy access to transit can also contribute to healthy physical activity: nearly one third of transit users meet the Surgeon General's recommendations for minimum daily exercise through their daily travels.

Dan Burden, Walkable and Livable Communities Institute

Complete Streets can lower transportation costs for families. Americans spent an average of 18 cents of every dollar on transportation, with the poorest fifth of families spending more than double that figure. In fact, most families spend far more on transportation than on food. When residents have the opportunity to walk, bike, or take transit, they have more control over their expenses by replacing car trips with these inexpensive options. Taking public transportation, for example, saves individuals $9,581 each year.

Complete Streets foster strong communities. Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe & welcome on the streets. A safe walking & bicycling environment is an essential part of improving public transportation & creating friendly, walkable communities. A recent study found that people who live in walkable communities are more likely to be socially engaged & trusting than residents of less walkable neighborhoods. Additionally, they reported being in better health & happier more often.

How can I get a Complete Streets policy adopted in my community?

Advocating for Complete Streets means working with your neighbors & local policymakers, including elected officials & government staff. Ways to start the conversation include talking about:

- schools that have no sidewalks out front,
- bus stops that are not accessible for people in wheelchairs,
- missing crosswalks by the grocery store,
- no safe routes to bicycle to work, &
- other particularly problematic & unsafe streets.

Work together to identify ways to make these places safer & more attractive & present your ideas to others. Make your case & show examples of what your streets could like.

The National Complete Streets Coalition's website has many resources to help. Modify & use the introductory presentation in your community, show it at PTA & neighborhood association meetings & to your local chamber of commerce. The website also has information on finding other local advocates, developing a good policy, & effectively implementing that policy. Check them out at www.completestreets.org

Over 200 communities have adopted Complete Streets policies, & at an accelerating pace. Policies are in place in states like Minnesota, North Carolina, & California & in communities like Seattle, Washington, Nashville, Tennessee, & Las Cruces, New Mexico. Keep track by checking out our Complete Streets Atlas: www.completestreets.org/atlas

The National Complete Streets Coalition offers interactive full-day workshops led by national experts to help communities establish a common vision for their streets; develop a Complete Streets policy that builds on local expertise; & implement Complete Streets policies by identifying ways to change the transportation decision-making process: www.completestreets.org/workshops

Need transportation planning & engineering professionals who are ready to help design & construct complete streets? Our Complete Streets Partner firms can offer the expertise & dedication you need: www.completestreets.org/help

National Complete Streets Coalition Steering Committee:

AARP • Active Living by Design • Alliance for Biking & Walking • America Bikes • America Walks • American Council of the Blind • American Planning Association • American Public Transportation Association • American Society of Landscape Architects • Association of Pedestrian and Bicycle Professionals • City of Boulder • Institute of Transportation Engineers • League of American Bicyclists • National Association of Area Agencies on Aging • National Association of City Transportation Officials • National Association of REALTORS • National Center for Bicycling and Walking • Ryan Snyder Associates • Safe Route to School National Partnership • Smart Growth America • SvR Design Company • Transportation for America

Staff Initiated Changes to the Comprehensive Plan

Background:

- There are numerous requirements in the Future Land Use Element of the Comprehensive Plan that Staff believes are too restrictive on development. Staff is preparing a Large Scale Comprehensive Plan Amendment which lessens these restrictions. There are also a number of changes elsewhere in the Comprehensive Plan that are occurring as a result of the Community Planning Act. The Amendment will be brought to Commission for approval in March of this year. Below is a brief synopsis of these changes:

Future Land Use Element:

- Eliminate the 30% reduction in a development's maximum development potential
- Allow properties that are less than 10 acres and have a mixed use Future Land Use Map (FLUM) designation to be developed as a single use
- Encourage rather than require projects situated along a future transit corridor to contain 6 units per acre minimum
- Encourage rather than require a vertical mix of uses (i.e. buildings with retail on the first floor and residential above) within all mixed use FLUM designations
- Lessen restrictions on the required mix of land uses within the mixed use FLUM designations
- Within Mixed Use Centers: delete required minimum density and intensity; allow for, target, and encourage higher density and intensity within those areas
- Delete the CR 209/CR 466 Neighborhood Mixed Use Center
- Move the Employment Mixed Use Center from the CR 468/Florida Turnpike Intersection to the CR 501/CR 468 intersection

Transportation Element:

- Eliminate transportation concurrency

Capital Improvements Element:

- Eliminate transportation and school concurrency references
- Modify 5 Year Schedule of Capital Improvements

Public Schools Facility Element:

- This element is being deleted as Sumter County no longer requires school concurrency

Intergovernmental Coordination Element:

- This element will be modified to include some of the objectives and policies contained in the Public Schools Facility Element

Issue: Sidewalks

Issue:
City's current regulations require sidewalks as described below. The sidewalk requirement has come into question by the Commission.

Intent:
- Provide safe and attractive pedestrian access, especially for children and those who don't drive (such as the elderly and disabled)

Current Enforcement:
- Design District Standards
- *Residential*
    - Projects of 10 or more building lots must have a 5 foot wide sidewalk on both sides of all streets
    - Mobile homes, existing platted subdivisions and projects with 9 or fewer building lots are not required to have sidewalks
- *Nonresidential*
    - 5 foot wide sidewalk is mandatory within the required 25' landscape buffer from all major right-of-ways unless there is a sidewalk already existing or planned

Current City Initiatives:
- Sidewalk Prioritization Study (2010)
- Safe Routes to School
- CDBG Grants

Added Costs:
- The following table demonstrates the added cost to the Developer/home buyer when sidewalks are required:

Typical Lot Width:	40'	50'	60'	70'
Driveway Width:	20'	20'	20'	20'
Sidewalk Length:	20'	30'	40'	50'
Additional Concrete for Sidewalk (Cubic Yards):	1.23	1.85	2.47	3.09
Added Cost Per Lot:	$222.20	$333.30	$444.40	$555.50

Notes: See Detailed Spreadsheet for additional examples

Other Points to Consider:
- City does not bear the cost of constructing and maintaining sidewalks under the current regulations; This cost is the responsibility of the developer and the Homeowner's Association
- City only bears the cost of maintaining those sidewalks that are contained within a City right-of-way
- All applicable approved projects since 2008 have met the City's requirements

Staff Recommendation:

- The public benefits of sidewalks far outweigh the added marginal costs to the developer or homeowner. Those who are unable to drive an automobile, especially children and the elderly, are safer on a sidewalk than in the road. Staff recommends maintaining the existing regulations.

Commission Decision:

- Does the City wish to continue to require sidewalks?
    - If "YES":
        - Maintain existing regulations OR
        - Direct Staff to modify the regulation based on certain criteria determined by the Commission
    - If "NO":
        - Direct Staff to modify Design District Standards to eliminate the requirement

Costs Associated with Adding Sidewalks within a Subdivision

Assumptions:	
Concrete Price (Cubic Yard)	$90
Labor Cost (Cubic Yard)	$90
Existing Driveway Width (Feet)	20
Sidewalks: Additional Concrete	
Sidewalk Width (Feet)	5
Sidewalk Depth (Feet)	0.3333

Cost Assessment

Bison Valley Select Lots

Street #	Street	Lot Frontage (Feet)	Net Lot Frontage (Less 20' driveway)	Additional Concrete Needed (Cubic Yards)	Material Cost	Labor Cost	Total Additional Cost	Latest Sale Amount	Percent of Sales Price
12137	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$237,000	0.234%
12145	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$168,600	0.329%
12153	NE 51st Cir	60	40	2.47	$222.20	$222.20	$444.40	$381,400	0.117%
12157	NE 51st Cir	55	35	2.16	$194.43	$194.43	$388.85	$317,000	0.123%
12165	NE 51st Cir	60	40	2.47	$222.20	$222.20	$444.40	$156,000	0.285%
5095	NE 122nd LN	55	35	2.16	$194.43	$194.43	$388.85	$253,000	0.154%
5037	NE 122nd LN	220	200	12.34	$1,111.00	$1,111.00	$2,222.00	$243,900	0.911%
12125	NE 51st Cir	120	100	6.17	$555.50	$555.50	$1,111.00	$259,400	0.428%
12170	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$156,900	0.354%
5088	NE 121st RD	70	50	3.09	$277.75	$277.75	$555.50	$172,400	0.322%
5120	NE 121st RD	70	50	3.09	$277.75	$277.75	$555.50	$195,900	0.284%
5120	NE 121st AVE	70	50	3.09	$277.75	$277.75	$555.50	$171,400	0.324%
12005	NE 51st Cir	75	55	3.39	$305.53	$305.53	$611.05	$212,100	0.288%
12009	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$205,900	0.270%
12013	NE 51st Cir	60	40	2.47	$222.20	$222.20	$444.40	$218,000	0.204%
12017	NE 51st Cir	55	35	2.16	$194.43	$194.43	$388.85	$220,700	0.176%
12021	NE 51st Cir	55	35	2.16	$194.43	$194.43	$388.85	$210,300	0.185%
12029	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$198,200	0.280%
12033	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$191,900	0.289%
12030	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$194,400	0.286%
12034	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$175,000	0.317%
12038	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$182,900	0.304%
12141	NE 51st Cir	80	60	3.70	$333.30	$333.30	$666.60	$181,500	0.367%
12050	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$175,400	0.317%
12073	NE 51st Cir	65	45	2.78	$249.98	$249.98	$499.95	$46,100	1.084%
12105	NE 51st Cir	70	50	3.09	$277.75	$277.75	$555.50	$186,400	0.298%

Notes:

1) Assumes a 20 foot wide concrete driveway is installed as required by Code

2) Labor and Materials costs calculated at $90 per cubic yard of concrete

3) City staff was given a cost estimate of $75 per yard by Xpress Materials of Wildwood, Florida

4) Sales information obtained from the Sumter County Property Appraiser

Issue: Roadway Interconnectivity

Issue:

- City's current regulations require projects to provide infrastructure connections with adjacent properties unless physical and environmental constraints are present. This requirement has come into question by the Commission.

History of Post 1950's Roadway Development:

- Many communities built since the 1950s contain a roadway system of widely spaced, large arterials fed by smaller roadways that rarely connect with each other. This system concentrates motorized traffic on a limited number of large roads, which causes longer, indirect trips and limits opportunities for alternate routes. Such a network makes it difficult for people who might walk or bike because the indirect routes lengthen their trips and force them onto roads that are usually not designed for their safety or comfort. Such networks also results in costly roadway improvements and economic hardships for citizens and the business community.

Intent of Requiring Interconnectivity:

- Provide more transportation choices and access
- Lessen resident's direct transportation costs
- Lessen the tax payer's burden of costly transportation improvements
- Reduce traffic congestion and vehicle miles travelled
    - Reduce fuel consumption
    - Improve air quality
    - Improve economic competiveness
        - Costs associated with wasted time
        - Transportation expenses for citizens and companies

Current Enforcement:

- Comprehensive Plan
- Design District Standards

Other Points to Consider:

- City is responsible for maintenance and improvements of certain roadways as shown on the map
    - CR 209
    - CR 214
- With an interconnected roadway network, there may not be the need to widen existing roads (such as CR 209 and CR 214)
- City is eliminating transportation concurrency, a legal mechanism to require adequate transportation facilities are available
- City does not impose impact fees or have a dedicated revenue source for transportation improvements
- American's spend an estimated 18% of their income on transportation costs (second only to housing costs); as vehicle miles travelled increase so does this cost

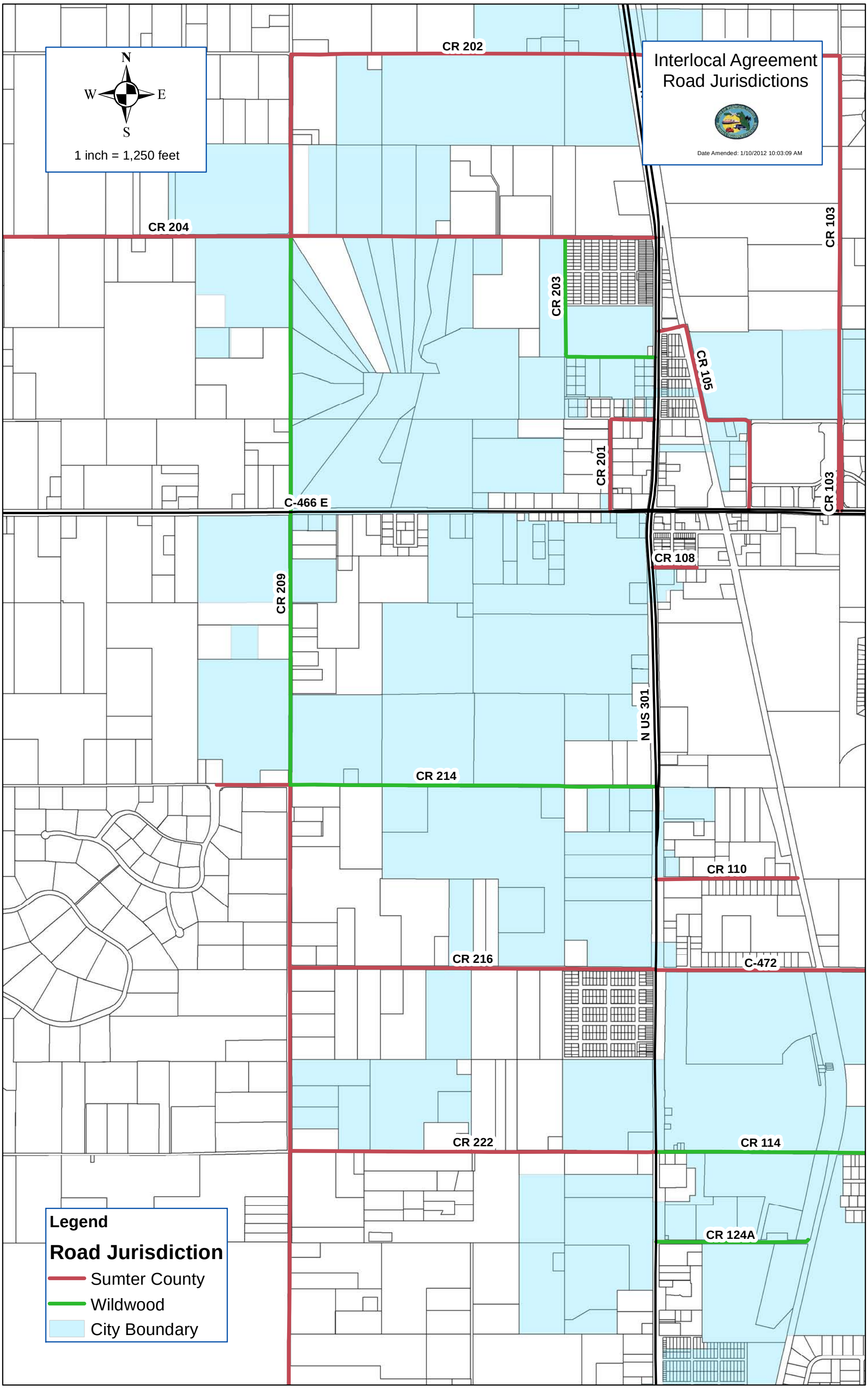
- In some cases, the interconnectivity requirement may discourage or not allow isolated developments

Staff Recommendation:

- The intent of this regulation is not to have every property connect with each other. That is not what the City requires. Rather, the intent to provide an efficient transportation system. Well-designed, interconnected streets make travel more efficient and less costly by providing choice not only in modes, but also in routes. The connection is simple: more roads = more choices = less stress on the system = less cost for the tax payers. Staff recommends the interconnectivity requirement remain as enforced.

Commission Discussion Decision:

- Does the City want to continue requiring roadway interconnectivity among adjacent properties?
    - If "YES":
        - Maintain existing regulations
    - If "NO":
        - Direct Staff to modify the Comprehensive Plan and Design District Standards


Interlocal Agreement
Road Jurisdictions
Date Amended: 1/10/2012 10:03:09 AM
N
W
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1 inch = 1,250 feet
CR 202
CR 204
CR 103
CR 203
CR 105
CR 201
CR 103
C-466 E
CR 108
CR 209
N US 301
CR 214
CR 110
CR 216
C-472
CR 222
CR 114
CR 124A
Legend
Road Jurisdiction
Sumter County
Wildwood
City Boundary

Issue: Mixture of Housing Types

Issue:

- City's current regulations require residential developments of 20 dwelling units or more contain a mixture of two or more housing types. This requirement may limit traditional single-family detached subdivisions in some instances.

Intent:

- Combat urban sprawl
    - Provide higher density housing
    - Use land and infrastructure efficiently
    - Reduce energy and water consumption
- Provide a variety of housing options
- Promote mixed neighborhoods and discourage segregated neighborhoods

Current Enforcement:

- Comprehensive Plan
- Land Development Regulations
    - Projects of 20 or more residential units are required to contain a mixture of two or more housing types

Current City Initiatives:

- Staff is preparing to modify the Comprehensive Plan to set a threshold so that only larger projects are subject to this requirement

Other Points to Consider:

- This requirement is likely difficult for smaller subdivisions to accommodate

Staff Recommendation:

- Meeting the intent of this requirement is important and provides many public benefits. Large expanses of low density, single use development define urban sprawl. A mixture of housing types is marketable and can be successful within larger projects. However, the requirement hinders the potential development of smaller projects and is not appropriate for apartment projects. <u>Staff recommends setting the threshold to 500 units and limiting the requirement to single-family detached projects.</u>

Commission Discussion and Decision:

- Does the City wish to continue to require a mixture of housing types for residential developments?
    - If "YES":
        - Maintain existing regulations <u>OR</u>
        - Direct Staff to modify the regulation based on certain criteria determined by the Commission
    - If "NO":
        - Direct Staff to modify the Comprehensive Plan and Land Development Regulations to eliminate the requirement