



Planning & Development Services

General Comments on: PZ-09-66 TCH, PZ-09-67 CPA, and PZ-09-68 LUC

July 28, 2009

Senate Bill 360 (SB 360)

- Signed into law on June 1, 2009 by the Governor
- Amends several provisions of the State Growth Management law
- Defines Dense Urban Land Areas (DULAs)

DULA status


- City was certified as a DULA on July 8, 2009
- Creates a citywide Transportation Concurrency Exception Area (TCEA)
- Exempts large developments from DRI review process

Existing & State-mandated TCEA

- The Existing TCEA as currently adopted in the Comprehensive Plan remains in effect with its regulations.
- New regulations are needed for the State-mandated TCEA.
- Land Development Code change (PZ-09-66 TCH) and Comp Plan changes (PZ-09-67 CPA & PZ-09-68 LUC)

MAP 1

Existing and State Mandated TCEA Areas

-  Existing TCEA
-  State Mandated TCEA
-  City Limits

State Mandated Call-Outs
Parcel Numbers:

06054-001-000
06111-001-000
06111-003-001

NOTE: Existing TCEA is the TCEA area adopted in the Comprehensive Plan prior to the City's designation as a Dense Urban Land Area (DULA).

State Mandated

State Mandated



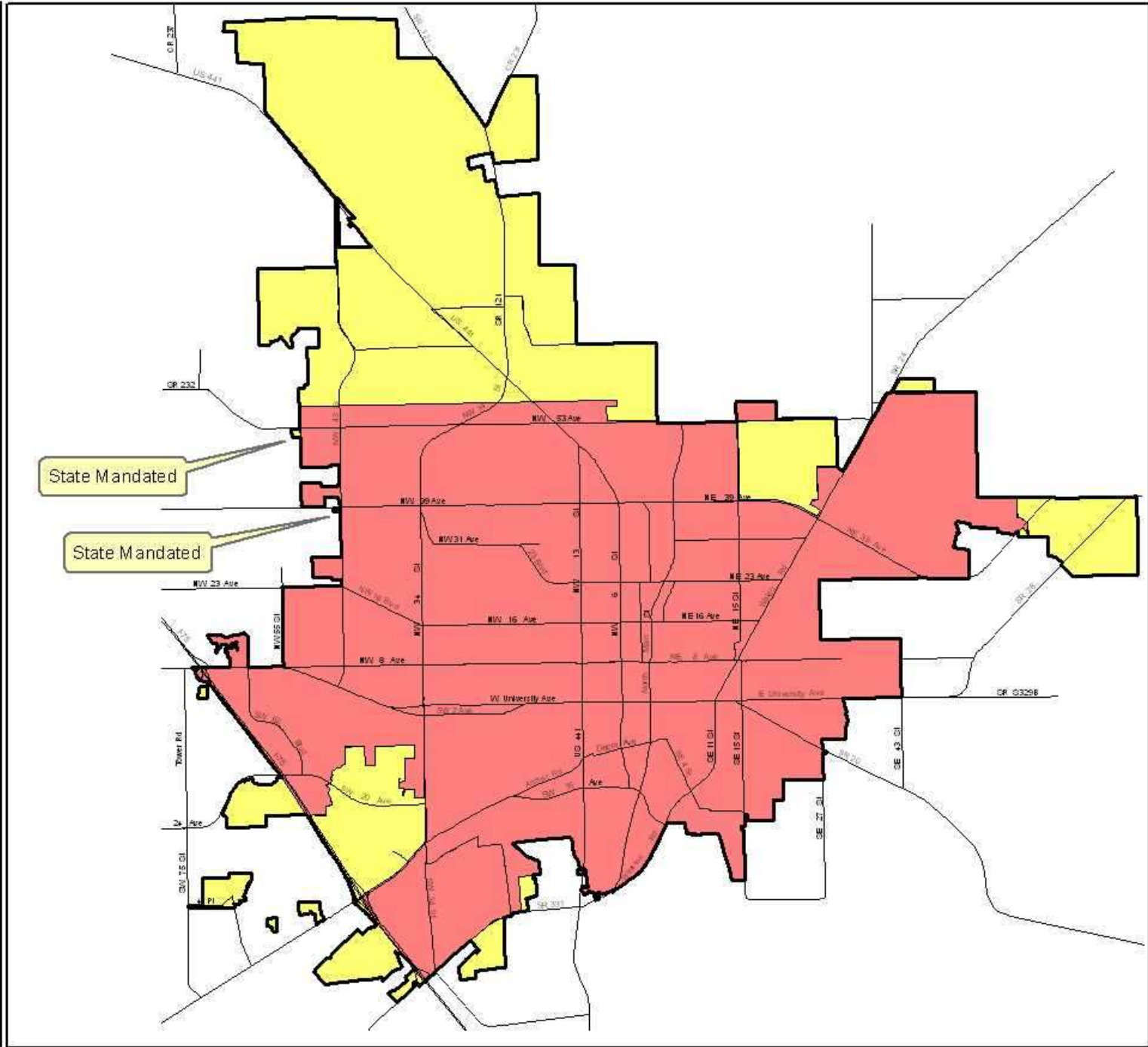
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City of Gainesville
Planning Dept. - GIS Section



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File: Existing and State_070709



Intent & Philosophy

- TCEA philosophy, intent, & procedures remain consistent with the existing TCEA:
- Incentives for redevelopment are a vital component
- Incentives for development in East Gainesville and near the University (Zone A standards)
- Tiered approach where greater number of standards must be met in distant areas

Intent & Philosophy

- Design and streetscaping are important components
- Alternative modes of transportation (aside from road widening) benefit the overall transportation system and provide transportation choice
- Auto-oriented uses in a TCEA should be specially regulated
- Congestion is to be expected in an urban area

State-mandated TCEA

- Some of the State-mandated TCEA is allocated to existing Zones A, B, or C
- Newly created TCEA Zones appropriate for the geographic and transportation needs of the area
- TCEA Zones D, E, and M
- Murphree Water Plant moved from Zone B to Zone A (only change to existing TCEA)

TCEA
Transportation Concurrency
Exception Area

Proposed Updates

EXISTING TCEA

- Zone A
- Zone B
- Zone C

PROPOSED CHANGES

- To Zone A
- To Zone B
- To Zone C
- Zone D
- Zone E
- Zone M
- City Limits

Zone B Call-Outs
Parcel Numbers:
06054-001-000
06111-001-000
06111-003-001



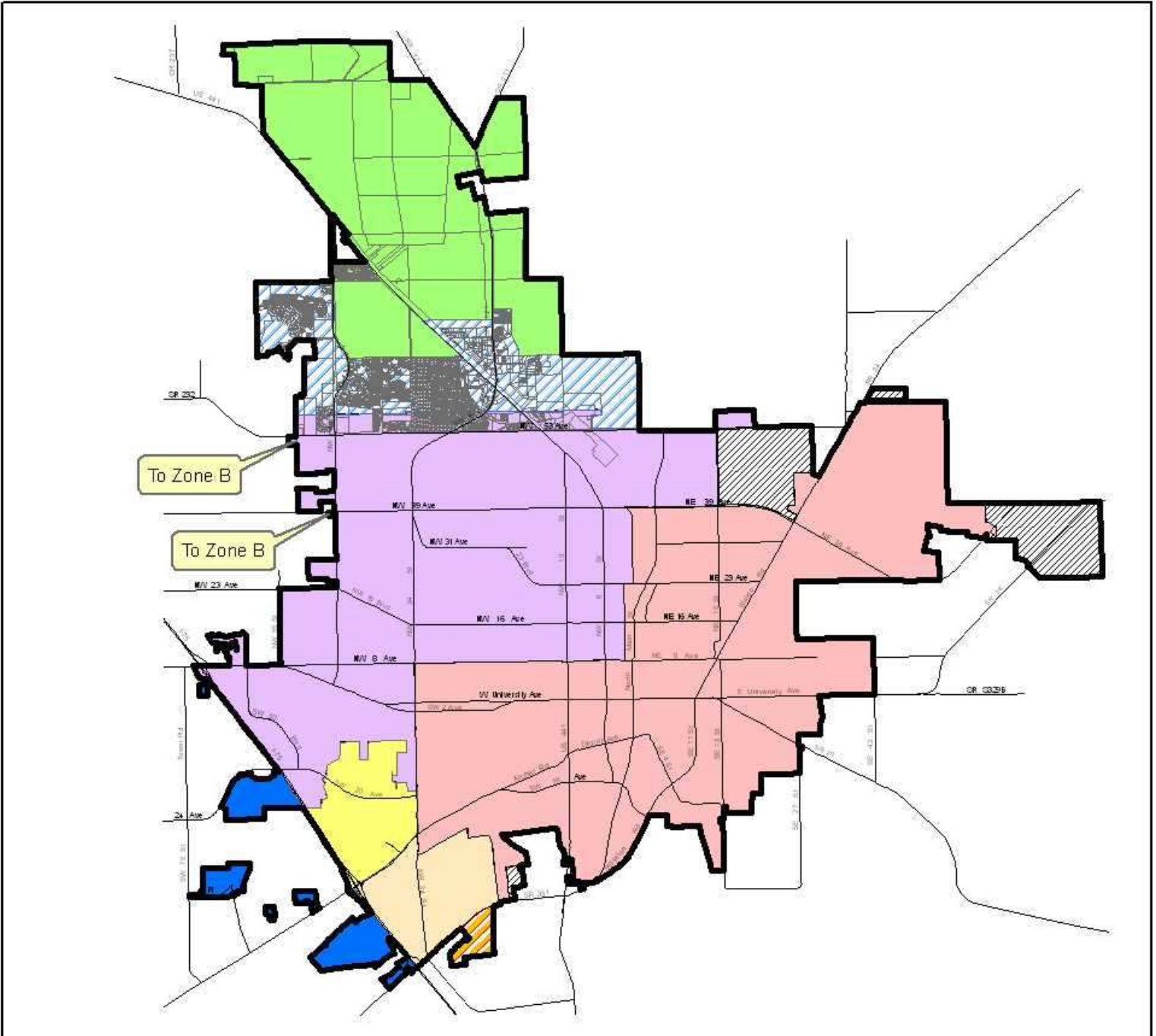


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GIS Section



Map depicts information as of 10/15/2014. It is not intended to be used for navigation or other purposes. The City of Gainesville does not warrant the accuracy or completeness of any information on this map. For specific information, please contact the City of Gainesville.



New TCEA Zones

- Zone D is the area west of I-75 in city limits
- Zone E is the northern area of the city with large tracts of vacant land including Plum Creek/Landmar; Weiss property; and Deerhaven
- Zone M is a multi-modal zone

Standards in the new zones

- Requirements to meet more standards in Zones D & E due to distance from the city core and difficulties with providing transportation solutions.
- Zone M is designated a Multi-modal zone due to the higher densities and intensities expected from the Butler Plaza and Urban Village and the projected transit plans in the area. Standards relate to multi-modal solutions.

Zone D Standards

Standards are 2 times what is required in Zone B

Priorities are:

- A. Payments for the extension of SW 40th Blvd. (relief for I-75; Archer Rd./SW 34th Street intersection; and SW 34th Street)
- B. Payments for construction of a new or expanded bus maintenance facility

Zone E Standards

Standards are 2 times what is required in Zone B

Priorities are:

- A. Widening of SR 121 to 4 lanes from US 441 to CR 231
- B. Payments for construction of a new or expanded bus maintenance facility

Zone M Standards

Standards are based on a proportionate share of the needed multi-modal improvements

Projects include:

- A. Extensions of existing roads
- B. New buses and articulated buses
- C. Transit superstops
- D. Park and Ride facilities

Requirements for developments with more than 5,000 ADT

- A. Be on an existing transit route with minimum 15 minute frequencies
- or
- B. Provide funding (capital & operating) for a new or expanded transit route with minimum 15 minute frequencies

Petition explanation

- PZ-09-66 TCH (Ord. 0-09-33) contains Land Development Code changes as an interim solution for the State-mandated TCEA
- PZ-09-67CPA (Ord. 0-09-34) amends existing policies and adds new policies to the Comprehensive Plan
- PZ-09-68 (Ord. 0-09-35)map changes for TCEA

Questions

Questions for staff about this part of the presentation