

MEMORANDUM

Office of the City Attorney

TO: Mayor and City Commission

DATE: June 27, 2005
FIRST READING

FROM: City Attorney

SUBJECT: Ordinance No. 0-05-17; Petition 79CPA-04 PB
An ordinance of the City of Gainesville, Florida, amending the Concurrency Management Element of the City of Gainesville 2000-2010 Comprehensive Plan; adding Zone C to the Transportation Concurrency Exception Area; adding policies for Zone C; amending other policies to update the Element; amending Capital Improvements Element and Future Land Use Elements to implement the TCEA expansion; providing directions to the city manager; providing a severability clause; providing a repealing clause; and providing an effective date.

Recommendation: The City Commission adopt the proposed ordinance at the transmittal stage.

COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

This petition proposes amendments to the City's Comprehensive Plan to:

1. Amend policies in the Concurrency Management Element to add and implement a Zone C in the City's Transportation Concurrency Exception Area (TCEA). Related petition 78LUC-04PB provides the map amendments needed to add this area to the TCEA.
2. Amend policies in the Future Land Use Element and Capital Improvements Element to implement the Zone C expansion of the TCEA.
3. Change policies in the existing Concurrency Management Element to clarify and update certain policies and add policies to encourage redevelopment in certain areas.

Additions and amendments to the text and maps of the Goals, Objectives and Policies for the Concurrency Management Element, Future Land Use Element, and Capital Improvements Element will be made to implement the Zone C expansion of the TCEA.

Additions and amendments will be made to existing Data and Analysis Report for the Concurrency Management Element that updates it to include information about the proposed Zone C area.

The Plan Board heard the petition and recommended that it be approved, with the modification to the petition that the language of Policy 1.2.6 of the Concurrency Management Element be modified to include Map 14.

Public notice was published in the Gainesville Sun on November 16, 2004 and January 7, 2005. The Plan Board held a public hearing December 2, 2004. The City Commission held a public hearing on this petition on January 24, 2005 and May 23, 2005.

CITY ATTORNEY MEMORANDUM

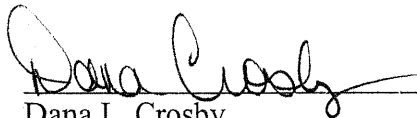
Florida Statutes set forth the procedure for adoption of an amendment to the Comprehensive Plan. The first hearing is held at the transmittal stage and must be advertised seven days prior to the first public hearing. The second hearing will be held at the adoption stage of the ordinance and must be advertised five days before the adoption hearing.

If adopted on first reading, the proposed amendment to the Comprehensive Plan will be transmitted to the State Department of Community Affairs (DCA) for written comment. Any comments, recommendations or objections of the DCA will be considered by the Commission at the second public hearing.

Following second reading, the Plan amendment will not become effective until the DCA issues a final order determining the adopted amendment to be in compliance in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act, or until the Administration Commission (Governor and Cabinet) issues a final order determining the adopted amendment to be in compliance.


Fiscal Note. None.

Prepared by:



Dana L. Crosby
Assistant City Attorney

Approved and
Submitted by:



Marion J. Radson,
City Attorney

MJR:DC:sw

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ORDINANCE NO. _____
0-05-17

**An ordinance of the City of Gainesville, Florida, amending the
Concurrency Management Element of the City of Gainesville 2000-
2010 Comprehensive Plan; adding Zone C to the Transportation
Concurrency Exception Area; adding policies for Zone C; amending
other policies to update the Element; amending Capital Improvements
Element and Future Land Use Elements to implement the TCEA
expansion; providing directions to the city manager; providing a
severability clause; providing a repealing clause; and providing an
effective date.**

WHEREAS, the City Plan Board authorized the publication of notice of a Public
Hearing that the text of the City of Gainesville 2000-2010 Comprehensive Plan be
amended; and

WHEREAS, notice was given and publication made as required by law and a
Public Hearing was then held by the City Plan Board on December 2, 2004; and

WHEREAS, notice was given and publication was made as required by law of the
City Commission’s public hearing on this petition on January 24, 2005 and May 23, 2005;
and

WHEREAS, pursuant to law, an advertisement no less than two columns wide by
10 inches long was placed in a newspaper of general circulation notifying the public of
this proposed ordinance and of the Public Hearing to be held at the transmittal stage, in
the City Commission Auditorium, City Hall, City of Gainesville, at least 7 days after the
day the first advertisement was published; and

WHEREAS, pursuant to law, after the public hearing at the transmittal stage the
City of Gainesville transmitted copies of this proposed change to the State Land Planning

1 Agency; and

2 **WHEREAS**, a second advertisement no less than two columns wide by 10 inches
3 long was placed in the aforesaid newspaper notifying the public of the second Public
4 Hearing to be held at least 5 days after the day the second advertisement was published;
5 and

6 **WHEREAS**, the two Public Hearings were held pursuant to the published notices
7 described at which hearings the parties in interest and all others had an opportunity to be
8 and were, in fact, heard; and

9 **WHEREAS**, prior to adoption of this ordinance, the City Commission has
10 considered the comments, recommendation and objections, if any, of the State Land
11 Planning Agency.

12 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION**
13 **OF THE CITY OF GAINESVILLE, FLORIDA:**

14 **Section 1.** The Concurrency Management Element Goals, Objectives and
15 Policies, City of Gainesville 2000-2010 Comprehensive Plan, is amended to read as
16 follows:

17 Goal 1

18 Establish a transportation concurrency exception area, which promotes and enhances:

- 19 a. urban redevelopment;
- 20 b. infill development;
- 21 c. a variety of transportation choices and opportunities including automotive, pedestrian,
- 22 bicycle and transit;

- 1 d. the City's economic viability;
- 2 e. desirable urban design and form;
- 3 f. a mix of residential and non-residential uses;
- 4 g. streetscaping/landscaping of roadways within the city; and,
- 5 h. pedestrian and bicyclist comfort, safety and convenience.

6 Objective 1.1

7 The City establishes the Gainesville Transportation Concurrency Exception Area (TCEA) with
 8 sub-areas designated Zone A, ~~and B,~~ and C as shown in Map 1. The TCEA is further described
 9 in the Legal Description shown in Exhibits A, B, ~~and C,~~ and D.

10 Policy 1.1.1

11 All land uses and development located within the Gainesville Transportation Concurrency
 12 Exception Area (TCEA), except for Developments of Regional Impact (DRI), shall be excepted
 13 from transportation concurrency for roadway level of service standards. An existing
 14 Development of Regional Impact may qualify for a roadway level of service transportation
 15 concurrency exception for redevelopment or additions to the DRI providing all the requirements
 16 in Policy ~~1.1.9~~ 1.1.11 are met. Developments outside of the TCEA that impact roadways within
 17 the TCEA shall be required to meet transportation concurrency standards.

18 Policy 1.1.2

19 Transportation concurrency exceptions granted within the TCEA shall not relieve development
 20 from meeting the policy requirements set within this element to address transportation needs
 21 within the TCEA, except as delineated within this element.

22 Policy 1.1.3

23 In order to promote redevelopment and infill in the eastern portion of the city and the area near
 24 the University of Florida, Zone A is hereby established as a sub-area of the TCEA. Except as

1 shown in Policy 1.1.4, funding for multi-modal transportation modifications and needs in Zone A
2 shall be provided, to the maximum extent feasible, by the City, Community Redevelopment
3 Agency, federal or state governments, and other outside sources such as grant funds.

4 Transportation modifications, which are required due to traffic safety and/or operating conditions
5 and are unrelated to transportation concurrency shall be provided by the developer.

6 Policy 1.1.4

7 Within Zone A, development or redevelopment shall provide the following:

- 8 a. Sidewalk connections from the development to existing and planned public sidewalk
9 along the development frontage;
- 10 b. Cross-access connections/easements or joint driveways, where available and
11 economically feasible;
- 12 c. Deeding of land or conveyance of required easements along the property frontage to the
13 City, as needed, for the construction of public sidewalks, bus turn-out facilities and/or
14 bus shelters. Such deeding or conveyance of required easements, or a portion of same,
15 shall not be required if it would render the property unusable for development. A Transit
16 Facility License Agreement (executed by the property owner and the City) for the
17 placement of a bus shelter and related facilities on private property may be used in lieu
18 of deeding or conveyance of easements if agreeable to the City. The License term shall
19 be for a minimum of 10 years.
- 20 d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly
21 wide curb cuts at the development site, as defined in the Access Management portion of
22 the Land Development Code.
- 23 e. Provide safe and convenient on-site pedestrian circulation such as sidewalks and
24 crosswalks connecting buildings and parking areas at the development site.

1 Transportation modifications which are required due to traffic safety and/or operating conditions
2 and which are unrelated to transportation concurrency shall be provided by the developer.

3 Policy 1.1.5

4 Within Zone B or C, new development or redevelopment shall provide all of the items listed in
5 Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6 or 1.1.7
6 (as relevant to the Zone), to address transportation needs within the TCEA. Transportation
7 modifications which are required due to traffic safety and/or operating conditions and which are
8 unrelated to transportation concurrency shall be provided by the developer and any such items
9 provided shall not count towards meeting required standards in Policy 1.1.6 or 1.1.7 (whichever
10 is relevant to the Zone).

11 Policy 1.1.6

12 Within Zone B, development or redevelopment shall be required to meet the following
13 development standards, provided at developer expense, based on the development's (including
14 all phases) trip generation and proportional impact on roadway facilities. The developer may
15 sign a development agreement or contract with the City of Gainesville for the provision of these
16 standards. The choice of standards shall be subject to the final approval of the City during the
17 plan approval process. The standards chosen shall relate to the particular site and transportation
18 conditions where the development is located. The developer may choose to provide one or more
19 standards off-site with the City's approval. In recognition of the varying costs associated with
20 the standards, the City shall have the discretion to count some individual standards, based on cost
21 estimates provided by the developer and verified by the City, as meeting two or more standards.

22

1

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least one standard
50 to less than 100	At least two standards
100 to 400	At least three standards
400 to 999	At least five standards
Greater than 1,000 trips but less than 5,000 trips	At least eight standards
Greater than 5,000 trips	At least twelve standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

2

- 3 a. Intersection and/or signalization modifications to improve level of service roadway-
 4 operation and safety and address congestion management. This may include, but is not
 5 limited to: signal timing studies, fiber optic inter-connection for traffic signals,
 6 roundabouts, OPTICOM signal preemption, and/or implementation of elements of the
 7 Gainesville Traffic Signalization Master Plan Update. Implementation of the Master
 8 Plan includes installation of Intelligent Transportation System (ITS) features such as
 9 state of the art traffic signal controllers, dynamic message signs, and traffic monitoring

- 1 cameras designed to maximize the efficiency of the roadway network by reducing
2 congestion and delay..
- 3 b. Addition of dedicated turn lanes into and out of the development.
- 4 c. Construction of bus shelters built to City specifications or bus shelter lighting using solar
5 technology designed and constructed to City specifications.
- 6 d. Construction of bus turn-out facilities.
- 7 e. Provision of bus pass programs provided to residents and/or employees of the
8 development. The bus passes must be negotiated as part of a contract with the Regional
9 Transit System.
- 10 f. Payments to the Regional Transit System, which either increase service frequency or add
11 additional bus service.
- 12 g. Construction of public sidewalks ~~along all street frontages~~, where they are not currently
13 existing. Sidewalk construction required to meet Land Development Code requirements
14 along property frontages shall not count as meeting TCEA standards.
- 15 h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- 16 i. Deeding of land for the addition and construction of bicycle lanes- or construction of
17 bicycle lanes to City specifications.
- 18 j. Provision of ride sharing or van pooling programs.
- 19 k. Use of joint driveways or cross-access to reduce curb cuts.
- 20 l. Provision of park and ride facilities.
- 21 m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where
22 relevant) on public rights-of-way or medians, as coordinated with the implementation of
23 the City's streetscaping plans.
- 24 n. Business operations that can be proved to have limited or no peak hour roadway impact.

- 1 o. Provision of shading through awnings or canopies over public sidewalk areas to promote
2 pedestrian traffic and provide protection from the weather so that walking is encouraged.
3 The awning or canopy shall provide pedestrian shading for a significant length of the
4 public sidewalk in front of the proposed or existing building.
- 5 p. Provision of additional bicycle parking over the minimum required by the Land
6 Development Code. Additional bicycle parking may be used to substitute for the
7 required motorized vehicle parking.
- 8 q. In order to increase the attractiveness of the streetscape and reduce visual clutter along
9 roadways, which promotes a more walkable environment, provision of no ground-
10 mounted signage at the site for parcels with 100 linear feet or less of property frontage.
11 ~~Or, ground-mounted signage with a maximum of 8 feet in height and 32 square feet in~~
12 ~~sign area for all parcels with more than 100 feet of linear frontage.~~ Or, removal of non-
13 conforming signage or billboards at the site. Signage must meet all other regulations in
14 the Land Development Code.
- 15 r. Enhancements to the City's greenway system (as shown in the Transportation Mobility
16 Map Series) which increase its utility as a multi-modal transportation route. Such
17 enhancements may include, but not be limited to: 1.) trail amenities such as benches,
18 directional signage, or safety systems; 2.) bicycle parking at entry points or connecting
19 with transit lines; 3.) land acquisition for expansion or better connectivity of the
20 greenway system; 4.) additional entry points to the greenway system; 5.) bridges
21 spanning creeks or wetland areas; and/or, 6.) appropriate trail surfacing.
- 22 s. Participation in a transportation demand management program that provides funding or
23 incentives for transportation modes other than single occupant vehicle. Such demand

1 management programs shall provide annual reports of operations to the City indicating
2 successes in reducing single occupant vehicle trips.

3 t. Clustering of and design of the development for maximum density, or maximum FAR, at
4 the site which preserves open space, reduces the need for development of vacant lands,
5 enhances multi-modal opportunities and provides transit-oriented densities or intensities.

6 u. Construction of new road facilities which provide alternate routes to reduce congestion.

7 v. Addition of lanes on existing road facilities, where acceptable to the City and/or MTPO,
8 as relevant.

9 w. An innovative transportation-related modification or standard submitted by the
10 developer, where acceptable to and approved by the City.

11 Policy 1.1.7

12 Within Zone C, development or redevelopment shall be required to meet the following

13 development standards, provided at developer expense, based on the development's (including

14 all phases) trip generation and proportional impact on roadway facilities. The developer may

15 sign an agreement with the City of Gainesville for the provision of these standards. The choice

16 of standards shall be subject to the final approval of the City during the plan approval process.

17 The standards chosen shall relate to the particular transportation conditions and priorities in Zone

18 C or adjacent areas. In recognition of the varying costs associated with the standards, the City

19 shall have the discretion to count some individual standards, based on cost estimates provided by

20 the developer and verified by the City, as meeting two or more standards.

21

<u>Net, new average daily trip generation</u>	<u>Number of standards which must be met</u>
<u>Less than 50</u>	<u>At least one standard</u>

<u>50 to less than 100</u>	<u>At least 3 standards</u>
<u>100 to 400</u>	<u>At least 4.5 standards</u>
<u>400 to 999</u>	<u>At least 7.5 standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least 12 standards</u>
<u>Greater than 5,000 trips</u>	<u>At least 18 standards and meet a. or b. below:</u> <u>a. Be on an existing transit route</u> <u>b. Provide funding for a new transit route.</u>

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- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. These projects include, but are not limited to the following projects, and may include projects outside the limits of the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:
1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road; and,
 3. in areas where redevelopment occurs: extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity; and,

- 1 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- 2 Developers may deed land for right of way and/or construct roadway extensions to City
- 3 specifications. Prior to the donation of the right of way, the developer and the City must agree
- 4 upon the fair market value of the land for the purposes of meeting this standard. In the event the
- 5 parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable
- 6 to the City for purposes of establishing value, subject to review by the City.
- 7 b. Intersection and/or signalization modifications to improve level of service and safety and
- 8 address congestion management. This may include, but is not limited to: signal timing
- 9 studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal
- 10 preemption, and/or implementation of elements of the Gainesville Traffic Signalization
- 11 Master Plan Update. Implementation of the Master Plan includes installation of
- 12 Intelligent Transportation System (ITS) features such as state of the art traffic signal
- 13 controllers, dynamic message signs, and traffic monitoring cameras designed to
- 14 maximize the efficiency of the roadway network by reducing congestion and delay.
- 15 c. Construction of bus shelters built to City specifications.
- 16 d. Bus shelter lighting using solar technology to City specifications.
- 17 e. Construction of bus turn-out facilities to City specifications.
- 18 f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This
- 19 may include provision of bicycle parking at bus shelters or transit hubs or deeding of
- 20 land for the addition and construction of bicycle lanes or trails.
- 21 g. Payments to the Regional Transit System, which either increase service frequency or add
- 22 additional bus service.
- 23 h. Construction of public sidewalks where they are not currently existing or completion of
- 24 sidewalk connectivity projects. Sidewalk construction required to meet Land

- 1 Development Code requirements along property frontages shall not count as meeting
2 TCEA standards. The priority for sidewalk construction shall be:
- 3 1. along SW 35th Place east from SW 34th Street to SW 23rd Street;
 - 4 2. along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road
5 to SW 34th Street;
 - 6 3. along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit
7 connectivity; and,
 - 8 4. along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the
9 University Towne Centre sidewalk system (at the property line).
- 10 i. Use of joint driveways or cross-access connections to reduce curb cuts.
 - 11 j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated
12 with the implementation of the City's streetscaping plans.
 - 13 k. Pedestrian-scale lighting in priority areas including:
 - 14 1. SW 35th Place;
 - 15 2. SW 37th/39th Blvd.;
 - 16 3. SW 23rd Terrace; and,
 - 17 4. Williston Road.
 - 18 l. Business operations that can be proven to have limited or no peak hour roadway impact.
 - 19 m. Design and/or construction studies/plans for projects such as planned roundabouts, road
20 connections, sidewalk systems, and/or bike trails.
 - 21 n. Provision of matching funds for transit or other transportation mobility-related grants.
 - 22 o. Participation in a transportation demand management program that provides funding or
23 incentives for transportation modes other than single occupant vehicle. Such demand

1 management programs shall provide annual reports of operations to the City indicating
 2 successes in reducing single occupant vehicle trips.

3 p. An innovative transportation-related modification or standard submitted by the
 4 developer, where acceptable to and approved by the City.

5 Policy 1.1.8

6 The City establishes the following priority for projects in Zone C and shall work with the
 7 Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list
 8 of priorities. The City shall also pursue matching grants and other funding sources to complete
 9 these projects. For developments east of SW 34th Street in Zone C the priority shall be:

10 1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th
 11 Street to SW 23rd Terrace.

12 2. A roundabout at SW 23rd Terrace and SW 35th Place.

13 For developments west of SW 34th Street in Zone C the priority shall be:

14 1. Construction of a southerly extension of SW 40th Boulevard from its current end south
 15 of its intersection with Archer Road to the intersection of SW 47th Avenue. This
 16 roadway connection shall include bicycle and pedestrian facilities.

17 Policy ~~1.1.7~~ 1.1.9

18 Redevelopment or expansions of existing developments, which generate fewer than ten net, new
 19 average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall
 20 not be required to meet Policies 1.1.4, 1.1.5, ~~or 1.1.6,~~ or 1.1.7.

21 Policy ~~1.1.8~~ 1.1.10

22 Within Zone B ~~or C,~~ in order to encourage redevelopment and desirable urban design and form,
 23 developments meeting standards such as neo-traditional, new urbanist, or mixed-use
 24 development which includes a mix of both residential and non-residential uses at transit oriented

1 densities shall be provided credits, in relation to the multi-modal amenities provided, toward
2 meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

3

4 Policy ~~1.1.9~~ 1.1.11

5 An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a
6 roadway level of service transportation concurrency exception for redevelopment or expansion if
7 all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except
8 those concerning transportation concurrency within the TCEA, shall continue to apply.

- 9 a. The DRI is wholly located within the TCEA.
- 10 b. At least one public transit route serves the DRI and operates at 15 minute frequencies
11 during the peak a.m. and p.m. hours of the adjacent street traffic.
- 12 c. The DRI allows transit service to enter the site and drop off/pick up passengers as close
13 as possible to main entry points to facilitate transit user comfort and safety. An
14 appropriate number of bus shelters, as determined by the Regional Transit Service (RTS)
15 during development review, shall be located at the site. The DRI shall construct required
16 shelters to RTS specifications.
- 17 d. The DRI provides a Park and Ride facility at the site.
- 18 e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- 19 f. Any other transportation modifications (either on- or off-site), including, but not limited
20 to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal
21 sidewalk connections, and/or traffic calming measures, found to be required during
22 development review shall be provided or paid for by the DRI. The City may require a
23 traffic study to determine the transportation impacts and required transportation
24 modifications depending upon the size of the expansion.

1 Policy ~~1.1.10~~ 1.1.12

2 In order to promote highly desirable development within ~~either Zone A or B~~ the TCEA, the City
3 or Community Redevelopment Agency may enter into agreements with developers to provide all
4 or part of the transportation needs that are required by policies within this element.

5 Policy ~~1.1.11~~ 1.1.13

6 In order to maintain the concurrency management system, the City shall continue to collect trip
7 generation information for developments within the TCEA. For redevelopment sites, the City
8 shall also collect information about trip credits for the previous use of the property.

9 Policy ~~1.1.12~~ 1.1.14

10 The City may require special traffic studies, including, but not limited to, information about trip
11 generation, trip distribution, trip credits, and/or signal warrants, within the TCEA to determine
12 the need for transportation modifications for improved traffic operation and/or safety on
13 impacted road segments.

14 Policy ~~1.1.13~~ 1.1.15

15 ~~By January 2005, the City shall evaluate the TCEA to determine its successes and weaknesses in~~
16 ~~promoting infill and redevelopment, multi-modal transportation opportunities, and better urban~~
17 ~~form and design. Criteria such as, but not limited to, the following shall be used in the~~
18 ~~evaluation of the TCEA: increase in bus ridership when compared with the change in~~
19 ~~population; increases in transit routes and frequencies; linear feet of new public sidewalks;~~
20 ~~number of new bus shelters; number and square footage of redevelopment projects; location of~~
21 ~~new development in relation to transit routes; number of added park and ride facilities; and~~
22 ~~amount of increased streetscaping/landscaping on corridors.~~ The next evaluation of the TCEA
23 shall be in conjunction with the City's Evaluation and Appraisal Report as required for the City
24 of Gainesville 2010-2020 Comprehensive Plan.

1 Policy ~~1.1.14~~ 1.1.16

2 The City shall amend the Concurrency Management section and any other relevant sections of
3 the Land Development Code to reflect the adoption of the Transportation Concurrency Exception
4 Area.

5 Policy ~~1.1.15~~ 1.1.17

6 Developments approved prior to the adoption of the TCEA shall be required to provide any
7 transportation improvements, modifications or mitigation required as part of the development
8 plan approval unless an amendment is made to the development plan and the previously
9 approved improvements, modifications, or mitigation are inconsistent with current design
10 standards or other adopted policies. Amendments to development plans made after the adoption
11 of the TCEA shall be required to meet TCEA policies.

12 Policy 1.1.18

13 As properties are annexed into city limits, the City shall not seek expansion of the TCEA west of
14 the I-75 corridor. Alternative solutions to transportation concurrency problems shall be
15 examined for areas west of I-75.

16 Objective 1.2

17 The City shall promote multi-modal transportation choice by adopting the following policies that
18 encourage an interconnected street network and by adopting the Existing and Potential Transit
19 Hubs map as part of the Transportation Mobility Map Series.

20 Policy 1.2.1

21 The City shall not close or vacate streets except under the following conditions:

- 22 a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian
23 use;

- 1 b. the loss of the street will not foreclose non-motorized access to adjacent land uses or
- 2 transit stops;
- 3 c. the loss of the street of the street is necessary for the construction of a high density,
- 4 mixed use project containing both residential and non-residential uses or creating close
- 5 proximity of residential and non-residential uses;
- 6 d. there is no reasonably foreseeable need for any type of transportation corridor for the
- 7 area in the future.

8 Policy 1.2.2

9 The City shall ensure that new streets are designed for transportation choice by setting design
10 standards that call for minimal street widths, modest turning radii, modest design speeds, curb
11 extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and
12 prohibition of cul de sacs, where feasible.

13 Policy 1.2.3

14 The City shall require new residential developments, where feasible, to provide street or
15 sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools,
16 parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major
17 roadways.

18 Policy 1.2.4

19 The City shall adopt the Existing and Potential Transit Hubs map as part of the Transportation
20 Mobility Map Series to increase and enhance multi-modal transportation choices and encourage
21 redevelopment in these areas. As part of the updates to the Future Land Use Element and
22 Transportation Mobility Element, the City shall develop policies that support and promote land
23 use patterns for transit hubs, especially as related to activity centers.

24 Policy 1.2.5

1 In order to encourage the redevelopment of chronically vacant buildings located within 1/4 mile
2 of the property lines of an existing or potential transit hub (as shown in the Existing & Potential
3 Transit Hubs map adopted in the Transportation Mobility Element) and to reduce or prevent
4 blight, the City shall reduce the number of trips for which Policy 1.1.6 or 1.1.7 standards (as
5 relevant) must be met in these areas by 15 percent for redevelopment or expansion/conversion
6 projects.

7 Policy 1.2.6

8 In recognition of the significant redevelopment problems facing the City in the NW 13th Street
9 Activity Center area, the City shall designate the NW 13th Street Special Concurrency
10 Redevelopment Credit Area (as shown in the Concurrency Management Element (CME) map
11 series) and provide additional redevelopment trip credits in this area. The City shall reduce the
12 number of trips for which Policy 1.1.6 standards must be met by 20% in this area for
13 redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project
14 involving residential and non-residential components, the reduction shall be 30%.

15 Objective 1.3

16 The City shall amend the Land Development Code to adopt design standards for all new
17 developments and redevelopment within the TCEA.

18 Policy 1.3.1

19 ~~In the interim period before adoption of specific design standards for the TCEA, the~~ The City
20 shall use the Central Corridors Overlay District design standards in the Land Development Code
21 for development/redevelopment projects within the TCEA. These standards include
22 consideration of building placement, location of parking, sidewalks, building wall articulation,
23 and placement of mechanical equipment and shall be the guiding design standards for
24 development/redevelopment on roadways in the TCEA which are listed in the annual level of