

## **Proposed Minor Revisions to Concurrency Management Element Policies**

(These are minor revisions to policies originally reviewed and passed at the City Commission Public Hearing on the Concurrency Management Element 1/24/05; the Community Development Committee reviewed these changes at their 5/2/05 meeting and recommended approval of these amendments)

### Policy 1.1.6

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

<b>Net, new average daily trip generation</b>	<b>Number of standards which must be met</b>
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.

- a. Intersection and/or signalization modifications to improve level of service roadway operation and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent

Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.

- q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. ~~Or, ground-mounted signage with a maximum of 8 feet in height and 32 square feet in sign area for all parcels with more than 100 feet of linear frontage.~~ Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.

Policy 1.1.7

Within Zone C, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on roadway facilities. The developer may sign a development agreement or contract with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone C or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

<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 1 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>

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,
4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.

Developers may deed land (at a fair value appraisal agreed upon by the City) for ROW and/or construct roadway extensions to City specifications.

b. Intersection and/or signalization modifications to improve level of service roadway operation and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.

#### Policy 1.1.8

The City establishes the following priority for projects in Zone C and shall work with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

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

1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
2. A roundabout at SW 23rd Terrace and SW 35th Place.

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

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

CITY  
-----OF----- INTER-OFFICE COMMUNICATION  
GAINESVILLE

Item No.: 2

**TO:** City Plan Board                      **DATE:** December 2, 2004

**FROM:** Planning Division Staff

**SUBJECT:** Petition 79CPA-04PB. City Plan Board. Amend the City of Gainesville Comprehensive Plan 2000-2010 Concurrency Management Element to add Zone C to the Transportation Concurrency Exception Area, add policies for Zone C, and amend policies to update the Element; and amend the Capital Improvements Element and Future Land Use Elements to implement the TCEA expansion. (Related to Petition 78LUC-04PB)

**Recommendation**

**Planning Division Staff recommends approval of Petition 79CPA-04PB.**

**Explanation**

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

1. Add 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.

Attachment 1 contains the additions and amendments to the Goals, Objectives and Policies for the Concurrency Management Element, Future Land Use Element, and Capital Improvements Element. Changes are shown with underline and strikethrough.

Attachment 2 contains a supplement to the existing Data and Analysis Report for the Concurrency Management Element that updates it to include information about the proposed Zone C area.

### Background Information

In December 1999, the City adopted a Concurrency Management Element. Within that Element, a Transportation Concurrency Exception Area (TCEA) was established to relieve the problems caused by a strict interpretation of transportation concurrency regulations and to encourage redevelopment. Map 1 illustrates the current TCEA boundaries and existing Zones A and B (this includes the minor expansions of Zones A and B recently adopted by Ordinance 030627 (4/26/04) and Ordinance 030756 (2nd Reading 11/22/04)).

Redevelopment was a primary goal of the TCEA, and it was established under the redevelopment provisions for TCEAs that exist in Rule 9J-5 (FAC) and Chapter 163 Florida Statutes. Both Rule 9J-5.0055(6)(a)2. (FAC) and Chapter 163 Florida Statutes require that a redevelopment transportation concurrency exception area be located within "a specific geographic area delineated in the comprehensive plan for urban redevelopment ... within an existing urban service area pursuant to Section 163.3164(29), F.S., established in the plan as a specific geographic area which does not contain more than 40 percent developable vacant land." The proposed expansion of the TCEA to create a Zone C includes areas within city limits that meet this criteria. A specific discussion of how the proposed addition meets the requirements is detailed in Attachment 2, which is a supplement to the original Data and Analysis Report that supported the adoption of the Concurrency Management Element

The City of Gainesville is centrally located in Alachua County (see Map 2) and is the major employment center for the county. A major rationale for the TCEA (and its size) is that while the city makes up only 5.6% of the land area in Alachua County, 49.9% of the county population lives in Gainesville and 67.1% of the employment falls within city limits (these figures were obtained from the North Central Florida Regional Planning Council based on the update of the Long Range Transportation Plan).

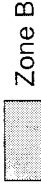
This means that the majority of the trips associated with jobs in the county disproportionately impacts Gainesville's road network. Most major service/educational/shopping facilities are also located within city limits such as: all of the hospitals, the University of Florida, city and county government offices, the school board offices, the airport, and Oaks Mall.

# Proposed Zone C Expansion of the Transportation Concurrency Exception Area

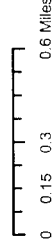
Gainesville, Florida

— Gainesville City Limits

Existing Transportation Concurrency Exception Area Sub-Zones

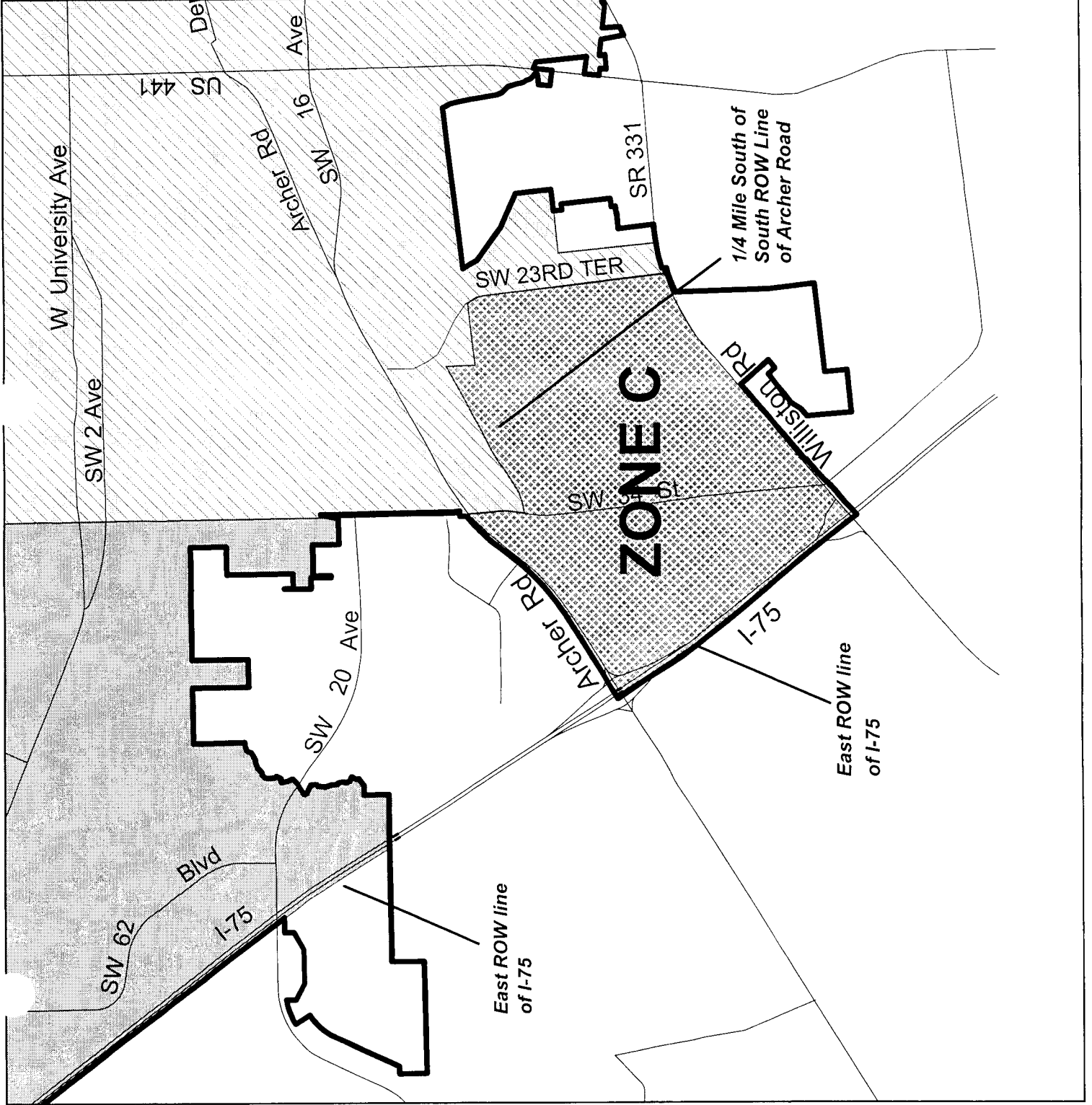


Proposed Expansion of the Transportation Concurrency Exception Area Sub-Zones



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City of Gainesville  
Gainesville, Florida  
Prepared by  
Dept. of Community Development  
December 2, 2004



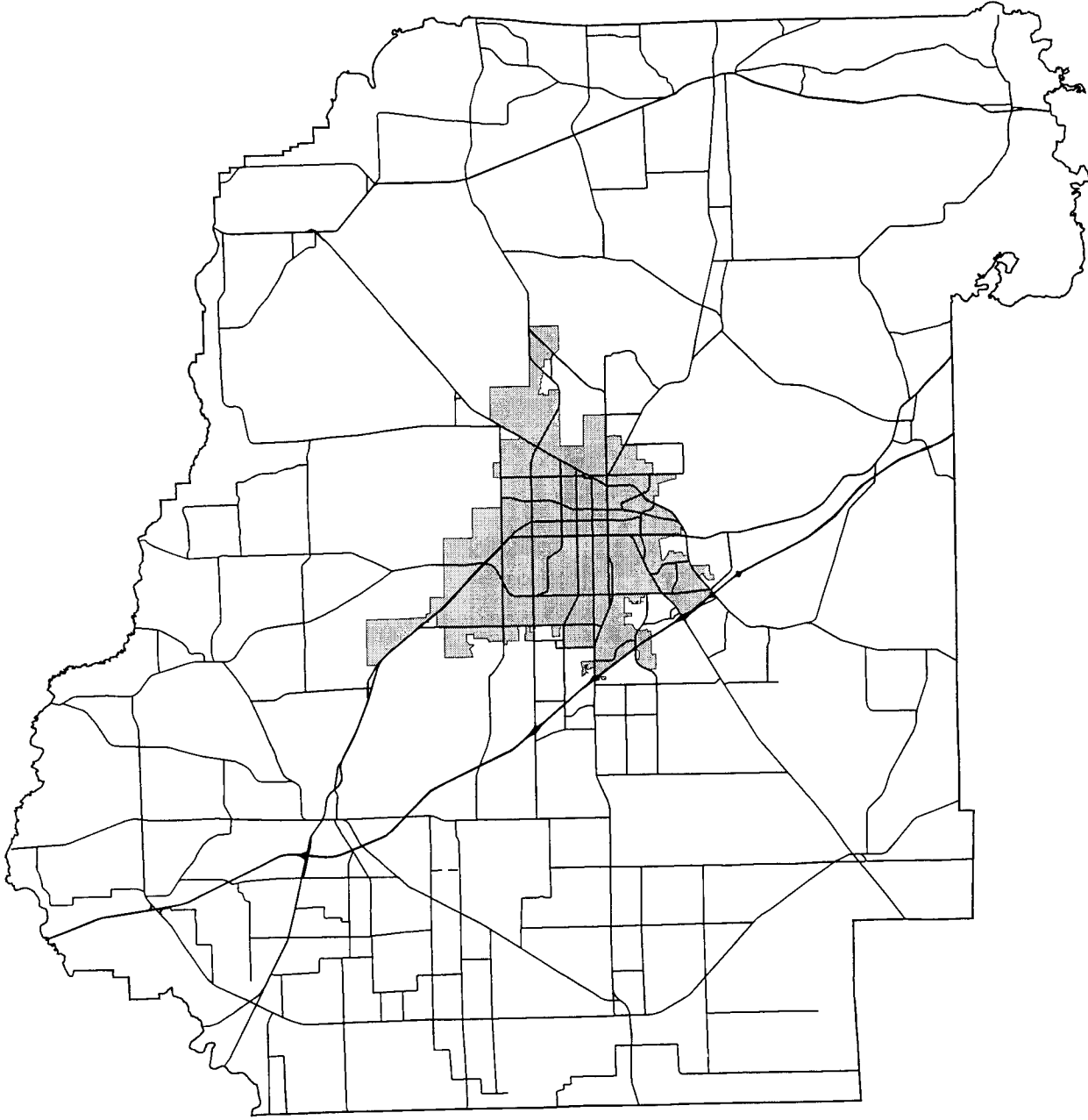
**CITY OF GAINESVILLE  
WITHIN  
ALACHUA COUNTY**

**Legend**



Alachua County Boundary  
Gainesville City Limits

**The City of Gainesville is:  
5.6% of the land area of  
Alachua County  
49.9% of the population  
in city limits  
67.1% of the employment  
in city limits**



Prepared by the Dept. of  
Community Development/GIS  
March 31, 2005

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Consistency with the Comprehensive Plan

The expansion of the TCEA is consistent with redevelopment efforts which have been a major theme of the City's Comprehensive Plan since adoption in 1991. Specifically, Goal 2 and Objective 2.1 in the Future Land Use Element state:

Goal 2

Redevelop areas within the city, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

Objective 2.1

Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.

The expansion of the TCEA to create Zone C is a major component of a redevelopment strategy for the SW Archer Road annexation area so that transportation concurrency management regulations will not negatively impact redevelopment and infill efforts.

The SW Archer Road/Southwest annexation area contains a regional activity center (the Butler Plaza shopping complex, outside city limits) and the main U. S. Post Office (serving the regional area of Alachua, Gilchrist, and Levy Counties), and the road facilities form the major transportation routes to Shands Hospital, the VA Hospital, and University of Florida Medical Center, and the University of Florida Veterinary School. All of the facilities serve regional populations and are high trip generators. Strategies to support redevelopment and higher density/intensity development in the area must include transportation concerns, which is a basic component of TCEA Zone C and the Comprehensive Plan policies to support it.

The proposed Zone C properties were largely developed (or had approvals for master-planned developments) prior to the City's annexation of the area in September 2002. At this time, the area contains only 18.5% developable vacant land. Redevelopment will be key to improving both the streetscaping and transportation situation in the area. With the addition of this area into city limits, the overall percent of developable vacant land in city limits is 19.98%, which is well below the allowable

40% developable vacant land criteria allowed by State statutes. The area is fully urban in character and served by all public facilities.

The segment of Archer Road from I-75 to SW 34th Street has now exceeded 85% of capacity when reserved trips are considered. Portions of Archer Road west of SW 34th Street lie within 1/4 mile of the intersection of Archer Road/SW 34th Street which is a failing intersection. Development orders cannot be issued in this area because the segment of Archer Road east of SW 34th Street to SW 16th Avenue is at LOS (level of service) F when reserved trips are taken into account. Williston Road from I-75 to SW 13th Street also exceeds the 85% of capacity threshold based on the reserved trips associated with the newly approved Shoppes of Williston Road development and redevelopment of the I-75/Williston Road gas station (with added fueling positions).

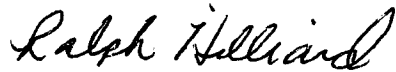
Aside from the background growth of traffic in the area, three developments approved by Alachua County west of I-75 on Archer Road will likely impact the segment of Archer Road within city limits in the near future. Brytan is a mixed use planned development approved for 700 residential units and 300,000 square feet of non-residential uses through August 2011. Park Lane Apartments is a mixed use planned development approved for Phase 1 with 224 multi-family units (the total development will contain 426 multi-family units and 76,000 square feet of retail/office space). And, the Longleaf Planned Development has an approval of 10 years for an ultimate build-out of 550 single-family residential units (by the year 2012).

The supplement to the Data and Analysis Report (see Attachment 2) provides the background information needed to justify the addition of this area to the TCEA. The City desires to be proactive in seeking congestion-management and multi-modal solutions for this area prior to the roads reaching their LOS capacity. The proposed Zone C addition to the TCEA offers the best available solution.

**Impact on Affordable Housing**

This petition will not have a direct impact on the provision of affordable housing. However, since it relates to both redevelopment and the establishment of the Transportation Concurrency Exception Area, more affordable housing may become available in the area near the University of Florida as a result of redevelopment in portions of the community where the strict adherence to transportation concurrency requirements limits development potential.

Respectfully submitted,



Ralph Hilliard  
Planning Manager

RH:ORL