

Attachment 1

Amendments/Additions to the Concurrency Management Element Goals, Objectives and Policies (shown in underline and strikethrough)

Goal 1

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

- a. urban redevelopment;
- b. infill development;
- c. a variety of transportation choices and opportunities including automotive, pedestrian, bicycle and transit;
- d. the City's economic viability;
- e. desirable urban design and form;
- f. a mix of residential and non-residential uses;
- g. streetscaping/landscaping of roadways within the city; and,
- h. pedestrian and bicyclist comfort, safety and convenience.

Objective 1.1

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

Policy 1.1.1

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

Policy 1.1.2

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

Policy 1.1.3

In order to promote redevelopment and infill in the eastern portion of the city and the area near the University of Florida, Zone A is hereby established as a sub-area of the TCEA. Except as shown in Policy 1.1.4, funding for multi-modal transportation modifications and needs in Zone A shall be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds. Transportation modifications, which are required due to traffic safety and/or operating conditions and are unrelated to transportation concurrency shall be provided by the developer.

Policy 1.1.4

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

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

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

Policy 1.1.5

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

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.

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.

- a. Intersection and/or signalization modifications to improve level of service roadway operation and safety. This may include, but is not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, and/or OPTICOM signal preemption.
- b. Addition of dedicated turn lanes into and out of the development.
- c. Construction of bus shelters built to City specifications. Or, bus shelter lighting using solar technology designed and constructed to City specifications.
- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service.
- g. Construction of public sidewalks ~~along all street frontages~~, where they are not currently existing. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.
- h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- i. Deeding of land for the addition and construction of bicycle lanes. Or, construction of bicycle lanes to City specifications.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access (if a cost to the developer is involved) to reduce curb cuts. The developer shall provide information to the City concerning the cost.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.

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- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- 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.
- r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the greenway system; 4.) additional entry points to the greenway system; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate trail surfacing.
- s. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- t. Clustering of and design of the development for maximum density, or maximum FAR, at the site which preserves open space, reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.
- u. Construction of new road facilities which provide alternate routes to reduce congestion.

- v. Addition of lanes on existing road facilities, where acceptable to the City and/or MTPo, as relevant.
- w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

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 one standard</u>
<u>50 to less than 100</u>	<u>At least two standards</u>
<u>100 to 400</u>	<u>At least three standards</u>
<u>400 to 999</u>	<u>At least five standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least eight standards</u>
<u>Greater than 5,000 trips</u>	<u>At least twelve 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 and safety. This may include, but is not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, and/or OPTICOM signal preemption.
- c. Construction of bus shelters built to City specifications.
- d. Bus shelter lighting using solar technology to City specifications.
- e. Construction of bus turn-out facilities to City specifications.
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or transit hubs or deeding of land for the addition and construction of bicycle lanes or trails.
- g. Payments to the Regional Transit System, which either increase service frequency or add additional bus service.
- h. Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards. The priority for sidewalk construction shall be:
 1. along SW 35th Place east from SW 34th Street to SW 23rd Street;
 2. along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road to SW 34th Street;

3. along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit connectivity; and,
4. along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the University Towne Centre sidewalk system (at the property line).
- i. Use of joint driveways or cross-access connections (if a cost to the developer is involved) to reduce curb cuts. The developer shall provide information to the City concerning the cost.
- j. Funding of streetscaping/landscaping on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- k. Pedestrian-scale lighting in priority areas including:
 1. SW 35th Place;
 2. SW 37th/39th Blvd.;
 3. SW 23rd Terrace; and,
 4. Williston Road.
- l. Business operations that can be proved to have limited or no peak hour roadway impact.
- m. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- n. Provision of matching funds for transit or other transportation mobility-related grants.
- o. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- p. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

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.

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.
3. 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.

Policy ~~1.1.7~~ 1.1.9

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

Policy ~~1.1.8~~ 1.1.10

Within Zone B or C, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

Policy ~~1.1.9~~ 1.1.11

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

- a. The DRI is wholly located within the TCEA.
- b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.

- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

Policy ~~1.1.10~~ 1.1.12

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

Policy ~~1.1.11~~ 1.1.13

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

Policy ~~1.1.12~~ 1.1.14

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

Policy ~~1.1.13~~ 1.1.15

By January 2005, the City shall evaluate the TCEA to determine its successes and weaknesses in promoting infill and redevelopment, multi-modal transportation

opportunities, and better urban form and design. Criteria such as, but not limited to, the following shall be used in the evaluation of the TCEA: increase in bus ridership when compared with the change in population; increases in transit routes and frequencies; linear feet of new public sidewalks; number of new bus shelters; number and square footage of redevelopment projects; location of new development in relation to transit routes; number of added park and ride facilities; and amount of increased streetscaping/landscaping on corridors.

Policy ~~1.1.14~~ 1.1.16

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

Policy ~~1.1.15~~ 1.1.17

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

Policy 1.1.18

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

Objective 1.2

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

Policy 1.2.1

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

- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;

- c. the loss of the street of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.

Policy 1.2.2

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

Policy 1.2.3

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

Policy 1.2.4

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

Policy 1.2.5

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