

1 outside the limits of the TCEA that can be demonstrated to be a direct benefit to the  
2 transportation system in the area of the TCEA:

- 3 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road
- 4 to SW 47th Avenue;
- 5 2. extension of SW 47th Avenue to connect from its terminus east and south to
- 6 Williston Road; and,
- 7 3. in areas where redevelopment occurs: extension of streets, deeding of land, or
- 8 easements to create a more gridded network and provide connectivity; and,
- 9 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.

10 Developers may deed land for right of way and/or construct roadway extensions to City  
11 specifications. Prior to the donation of the right of way, the developer and the City must agree  
12 upon the fair market value of the land for the purposes of meeting this standard. In the event the  
13 parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable  
14 to the City for purposes of establishing value, subject to review by the City.

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

23 c. Construction of bus shelters built to City specifications.

- 1 d. Bus shelter lighting using solar technology to City specifications.
- 2 e. Construction of bus turn-out facilities to City specifications.
- 3 f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This  
4 may include provision of bicycle parking at bus shelters or transit hubs or deeding of  
5 land for the addition and construction of bicycle lanes or trails.
- 6 g. Payments to the Regional Transit System, which either increase service frequency or add  
7 additional bus service.
- 8 h. Construction of public sidewalks where they are not currently existing or completion of  
9 sidewalk connectivity projects. Sidewalk construction required to meet Land  
10 Development Code requirements along property frontages shall not count as meeting  
11 TCEA standards. The priority for sidewalk construction shall be:
- 12 1. along SW 35th Place east from SW 34th Street to SW 23rd Street;
- 13 2. along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road  
14 to SW 34th Street;
- 15 3. along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit  
16 connectivity; and,
- 17 4. along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the  
18 University Towne Centre sidewalk system (at the property line).
- 19 i. Use of joint driveways or cross-access connections to reduce curb cuts.
- 20 j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated  
21 with the implementation of the City's streetscaping plans.
- 22 k. Pedestrian-scale lighting in priority areas including:
- 23 1. SW 35th Place;

- 1            2. SW 37th/39th Blvd.;
- 2            3. SW 23rd Terrace; and,
- 3            4. Williston Road.
- 4            l. Business operations that can be proven to have limited or no peak hour roadway impact.
- 5            m. Design and/or construction studies/plans for projects such as planned roundabouts, road
- 6            connections, sidewalk systems, and/or bike trails.
- 7            n. Provision of matching funds for transit or other transportation mobility-related grants.
- 8            o. Participation in a transportation demand management program that provides funding or
- 9            incentives for transportation modes other than single occupant vehicle. Such demand
- 10           management programs shall provide annual reports of operations to the City indicating
- 11           successes in reducing single occupant vehicle trips.
- 12           p. An innovative transportation-related modification or standard submitted by the
- 13           developer, where acceptable to and approved by the City.

14 Policy 1.1.8

15 The City establishes the following priority for projects in Zone C and shall work with the  
16 Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list  
17 of priorities. The City shall also pursue matching grants and other funding sources to complete  
18 these projects. For developments east of SW 34<sup>th</sup> Street in Zone C the priority shall be:

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

22 For developments west of SW 34<sup>th</sup> Street in Zone C the priority shall be:

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

4 Policy ~~1.1.7~~ 1.1.9

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

8 Policy ~~1.1.8~~ 1.1.10

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

14 Policy ~~1.1.9~~ 1.1.11

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

- 19 a. The DRI is wholly located within the TCEA.
- 20 b. At least one public transit route serves the DRI and operates at 15 minute frequencies  
21 during the peak a.m. and p.m. hours of the adjacent street traffic.
- 22 c. The DRI allows transit service to enter the site and drop off/pick up passengers as close  
23 as possible to main entry points to facilitate transit user comfort and safety. An

1 appropriate number of bus shelters, as determined by the Regional Transit Service (RTS)  
2 during development review, shall be located at the site. The DRI shall construct required  
3 shelters to RTS specifications.

4 d. The DRI provides a Park and Ride facility at the site.

5 e. Cross-access connections or easements shall be provided to adjacent developments/sites.

6 f. Any other transportation modifications (either on- or off-site), including, but not limited  
7 to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal  
8 sidewalk connections, and/or traffic calming measures, found to be required during  
9 development review shall be provided or paid for by the DRI. The City may require a  
10 traffic study to determine the transportation impacts and required transportation  
11 modifications depending upon the size of the expansion.

12 Policy ~~1.1.10~~ 1.1.12

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

16 Policy ~~1.1.11~~ 1.1.13

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

20 Policy ~~1.1.12~~ 1.1.14

21 The City may require special traffic studies, including, but not limited to, information about trip  
22 generation, trip distribution, trip credits, and/or signal warrants, within the TCEA to determine

1 the need for transportation modifications for improved traffic operation and/or safety on  
2 impacted road segments.

3 Policy ~~1.1.13~~ 1.1.15

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

14 Policy ~~1.1.14~~ 1.1.16

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

18 Policy ~~1.1.15~~ 1.1.17

19 Developments approved prior to the adoption of the TCEA shall be required to provide any  
20 transportation improvements, modifications or mitigation required as part of the development  
21 plan approval unless an amendment is made to the development plan and the previously  
22 approved improvements, modifications, or mitigation are inconsistent with current design

1 standards or other adopted policies. Amendments to development plans made after the adoption  
2 of the TCEA shall be required to meet TCEA policies.

3 Policy 1.1.18

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

7 Objective 1.2

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

11 Policy 1.2.1

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

- 13 a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian  
14 use;
- 15 b. the loss of the street will not foreclose non-motorized access to adjacent land uses or  
16 transit stops;
- 17 c. the loss of the street of the street is necessary for the construction of a high density,  
18 mixed use project containing both residential and non-residential uses or creating close  
19 proximity of residential and non-residential uses;
- 20 d. there is no reasonably foreseeable need for any type of transportation corridor for the  
21 area in the future.

22 Policy 1.2.2

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

5 Policy 1.2.3

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

10 Policy 1.2.4

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

16 Policy 1.2.5

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

23 Policy 1.2.6



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

8 Objective 1.3

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

11 Policy 1.3.1

12 ~~In the interim period before adoption of specific design standards for the TCEA, the~~ The City  
13 shall use the Central Corridors Overlay District design standards in the Land Development Code  
14 for development/redevelopment projects within the TCEA. These standards include  
15 consideration of building placement, location of parking, sidewalks, building wall articulation,  
16 and placement of mechanical equipment and shall be the guiding design standards for  
17 development/redevelopment on roadways in the TCEA which are listed in the annual level of  
18 service report produced by the North Central Florida Regional Planning Council. Within Zone  
19 C, the build-to line may be modified on Archer Road, SW 34th Street, and Williston Road due to  
20 right-of-way or utility constraints, consistent with requirements as described in the Special Area  
21 Plan for Central Corridors, City Land Development Code. These design standards requirements  
22 shall not override ~~previously existing~~ design standards adopted as part of a Special Area Plan,  
23 Overlay District, or Planned Development ~~approved prior to the adoption of the TCEA.~~

1 Policy 1.3.2

2 New development of automotive-oriented uses located within the TCEA, such as retail petroleum  
3 sales (gasoline service stations), car washes, automotive repair, and limited automotive services  
4 (as defined in the Land Development Code), shall be designed to locate service bays and fueling  
5 (gas) pumps to the rear of buildings located on the site. These design standards shall not apply in  
6 industrial zoning districts. The number of fueling positions shall be regulated by TCEA policies.

7 Objective 1.4

8 Automobile-oriented developments/uses including drive-through facilities, surface parking lots  
9 as a principal use, parking garages, car washes, and gasoline service stations shall be regulated as  
10 follows within the TCEA.

11 Policy 1.4.1

12 The City may establish pedestrian-, transit-, and bicycle-oriented areas, through a special area  
13 plan overlay zone adopted within the Land Development Code, which prohibit or further regulate  
14 automobile-oriented developments/uses beyond the standards set by the TCEA.

15 Policy 1.4.2

16 Special Area Plan overlay district regulations (such as the College Park Special Area Plan and  
17 the Traditional City) that prohibit and regulate automobile-oriented development/uses, as  
18 described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.

19 Policy 1.4.3

20 New development of surface parking lots as a principal use shall be required to obtain a Special  
21 Use Permit. In addition to the review criteria set in the Land Development Code for Special Use  
22 Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale  
23 of the proposed surface parking lot and the inclusion of design and access features which

1 maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and  
2 transit use in the area.

3 Policy 1.4.4

4 Drive-through facilities shall be defined to include banking facilities, payment windows,  
5 restaurant, food and or/beverage sales, dry cleaning, express mail services and other services that  
6 are extended mechanically or personally to customers who do not exit their vehicles. The  
7 following uses shall not be considered drive-throughs: auto fuel pumps and depositories which  
8 involve no immediate exchange or dispersal to the customer, such as mail boxes, library book  
9 depositories, and recycling facilities.

10 In addition to the review criteria set in the Land Development Code for Special Use Permits, the  
11 following review standards for drive-through facilities shall be included:

- 12 a. maximization of pedestrian and bicycle safety and convenience;
- 13 b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent  
14 roadways;
- 15 c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to  
16 assist internal vehicular circulation;
- 17 d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- 18 e. minimization of the total number of drive-through lanes based on site conditions and the  
19 operating conditions of the impacted roadway segments;
- 20 f. minimization of the number of access points to roadways;
- 21 g. design of access points and ingress/egress directional flows to minimize impacts on the  
22 roadway and non-motorized traffic;

- 1 h. design of internal pedestrian access and safety as related to the position of the drive-through
- 2 lane(s); and,
- 3 i. meeting any additional design criteria established in the Land Development Code.

4 Policy 1.4.5

5 Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-

6 standing drive-through facilities or expansion of existing free-standing drive-through facilities,

7 not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit.

8 These drive-through facilities shall meet the Special Use Permit criteria shown in the Land

9 Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through

10 facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following

11 standards:

- 12 a. There shall be a minimum distance of 400 feet between the driveways of sites with free-
- 13 standing drive-through facilities on roadways operating at 85 percent or more of capacity.

14 Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed

15 acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan

16 Transportation Planning Organization. Available capacity shall include consideration of

17 reserved trips for previously approved developments and the impacts of the proposed

18 development. The 400-foot distance requirement shall not apply if any of the following

19 criteria are met:

- 20 1. Joint driveway access or common access is provided between the sites with free-
- 21 standing drive-through facilities.
- 22 2. Cross access is provided with an adjoining property.
- 23 3. A public or private road intervenes between the two sites.

1           4. The development provides a functional design of such high quality that the  
2           pedestrian/sidewalk system and on-site/off-site vehicular circulation are not  
3           compromised by the drive-through facility. This determination shall be made as part of  
4           the Special Use Permit and development plan review process and shall be based on staff  
5           and/or board review and approval.

6           b. There shall be no credit for pass-by trips in association with the drive-through facility.  
7           Standards which must be met under Policy 1.1.6 shall be based on total trip generation for  
8           the use and shall not include any net reduction for pass-by trips.

9           Policy 1.4.6

10          Unless otherwise prohibited or regulated by a Special Area Plan, new development or expansion  
11          of free-standing drive-through facilities shall be permitted, by right, only within shopping centers  
12          or mixed-use centers. No direct access connections from the street to the drive-through shall be  
13          allowed. Access to the drive-through shall be through the shopping center or mixed-use center  
14          parking area. Mixed-use centers shall be defined as developments regulated by a unified  
15          development plan consisting of three or more acres, having a minimum of 25,000 square feet of  
16          gross floor area, and providing centralized motorized vehicle access and a mix of at least three  
17          uses which may include residential or non-residential uses in any combination. Mixed-use  
18          centers may include Planned Developments which meet the criteria listed in this policy.

19          Development plan approval for the drive-through facility shall be based on the inclusion of  
20          appropriate pedestrian, bicycle and transit features which facilitate and encourage convenience,  
21          safety, and non-motorized use of the site; design of safe internal pedestrian access as related to  
22          the position of the drive-through lane(s); and meeting design criteria established in the Land

1 Development Code. Drive-through facilities meeting the criteria shown in this policy shall also  
2 receive an internal capture trip credit and credit for pass-by trips.

3 Policy 1.4.7

4 New development of drive-through facilities shall be permitted, by Special Use Permit, when  
5 part of a single, mixed-use building, having more than one business or use at the site, where the  
6 minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-  
7 through use at such sites shall be allowed. In addition to the review criteria set in the Land  
8 Development Code for Special Use Permits, the approval of the Special Use Permit shall be  
9 based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage  
10 convenience, safety and non-motorized use of the site; design of safe internal pedestrian access  
11 as related to the position of the drive-through lane(s); and meeting design criteria established in  
12 the Land Development Code. Drive-through facilities meeting the criteria shown in this policy  
13 shall also receive an internal capture trip credit and credit for pass-by trips.

14 Policy 1.4.8

15 ~~By February 2000, the City shall adopt Land Development Regulations which specify minimum~~  
16 ~~design criteria for drive-through uses in the TCEA.~~

17 Policy 1.4.9

18 On the road segment of NW 13<sup>th</sup> Street from University Avenue to NW 29<sup>th</sup> Road, drive-through  
19 facilities shall only be located within shopping centers, mixed use centers, or mixed use  
20 buildings, as defined in this element. Drive-through facilities on this road segment shall meet the  
21 requirements of Policies 1.4.6 and 1.4.7.

22 Policy ~~1.4.10~~ 1.4.9