

1 ATTACHMENT 2 to Ordinance No. 0-09-33

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3
4 DIVISION 4. STATE MANDATED TRANSPORTATION CONCURRENCY
5 EXCEPTION AREA

6
7 Sec. 30-38.1 Intent and purpose.

8
9 The purpose of this division is to implement short-term strategies for the area within the city
10 limits that the State of Florida designated as a transportation concurrency exception area as
11 identified in Map 1 (the “state-mandated TCEA”) through its enactment of Senate Bill 360
12 (2009 regular session) now known as Chapter Law No. 2009-96. The intent of this division is to
13 eliminate uncertainty within the development community as to which transportation mobility
14 regulations apply, to encourage urban infill development and redevelopment by providing an
15 exception to the City’s Transportation Concurrency Management System and Proportionate Fair-
16 Share Program, to fund transportation mobility needs in accordance with state law, to reduce
17 traffic congestion, and to provide for a range of transportation alternatives that benefits the
18 overall transportation system.

19
20 Sec. 30-38.2 Findings.

21
22 The city commission finds that a range of transportation alternatives benefits the overall
23 transportation system and has value to both the public and private sectors, that there is a need for
24 short-term strategies to provide for and fund mobility needs until such time as long-term
25 strategies can be adopted into the city’s comprehensive plan, and that the short-term strategies
26 for the state-mandated TCEA set forth in this Division:

27
28 (1) Provide a method by which developers of property within the state-mandated
29 TCEA can support and fund mobility needs created by development;

30
31 (2) Contribute to the provision of adequate public facilities for future growth and
32 promote a strong commitment to comprehensive facilities planning, thereby reducing the
33 potential for moratoria or unacceptable lack of transportation alternatives to support
34 development;

35
36 (3) Maximize the use of public funds for adequate transportation facilities to serve
37 future growth, and may, in certain circumstances, allow the city to expedite transportation
38 modifications by supplementing funds currently allocated for transportation mobility
39 modifications in the capital improvements element (CIE); and

40
41 (4) Are consistent with Chapter Law No. 2009-96, and Objective 1.10 and its sub-
42 policies in the city's concurrency management element.

43
44 Sec. 30-38.3 Procedures.

1 (a) Applicability. These short-term strategies shall apply to all developments within the
2 state-mandated TCEA identified in Map 1 that receive a final development order on or after July
3 8, 2009. Notwithstanding the foregoing, any applicant that filed an application for a
4 development order with the city prior to July 8, 2009, and was being processed with a
5 requirement to comply with the proportionate fair-share program, may elect to proceed with its
6 development under the proportionate fair-share program by entering into a proportionate fair-
7 share agreement with the city. These short-term strategies do not apply to:

8
9 (1) developments within the city’s TCEA Zones A, B and C, as adopted in the city’s
10 comprehensive plan prior to July 9, 2009. This area is identified as “Existing TCEA” in
11 Map 1 and continues to be subject to the TCEA requirements set forth in the city’s
12 adopted concurrency management element; or

13
14 (2) development on annexed property located within the state-mandated TCEA that
15 does not yet have a city land use category. In accordance with Objective 4.4 and its sub-
16 policies in the city’s future land use element and Section 171.062(2), Florida Statutes,
17 such developments shall continue to be subject to the county land use plan and county
18 zoning or subdivision regulations until such time as the city adopts a comprehensive plan
19 amendment placing city land use category on the annexed property. The following shall
20 apply when the city places a city land use category on the annexed property:

21
22 a. Properties that involve a large-scale land use amendment shall be placed
23 in a TCEA zone as part of the large-scale amendment process for the property. This shall
24 be done by simultaneous amendment to the appropriate TCEA maps in the
25 Comprehensive Plan; or

26
27 b. Properties that involve a small-scale land use amendment shall be placed
28 in a TCEA zone during the next large-scale amendment cycle, with appropriate TCEA
29 map amendments. During the interim period, after obtaining a city land use category but
30 prior to placement in a TCEA zone, development on property east of I-75 shall provide
31 for and fund mobility needs by meeting the standards and requirements of the most
32 physically proximate TCEA zone. Development on property west of I-75 shall meet the
33 standards and requirements for Zone D.

34
35 (b) Requirements. Within the state-mandated TCEA, the city designates property into sub-
36 areas designated as Zones A, B, C, D, E and M as identified in Map 2.

37
38 (1) Within Zone A, development or redevelopment shall provide the
39 following:

40
41 a. Sidewalk connections from the development to existing and
42 planned public sidewalk along the development frontage.

43
44 b. Cross-access connections/easements or joint driveways, where
45 available and economically feasible.

1 c. Deeding of land or conveyance of required easements along the
2 property frontage to the City, as needed, for the construction of public
3 sidewalks, bus turn-out facilities and/or bus shelters. Such deeding or
4 conveyance of required easements, or a portion of same, shall not be
5 required if it would render the property unusable for development. A
6 Transit Facility License Agreement (executed by the property owner and
7 the City) for the placement of a bus shelter and related facilities on private
8 property may be used in lieu of deeding or conveyance of easements if
9 agreeable to the City. The License term shall be for a minimum of 10
10 years.

11
12 d. Closure of existing excessive, duplicative, or unsafe curb cuts or
13 narrowing of overly wide curb cuts at the development site, as defined in
14 the Access Management portion of the Land Development Code.

15
16 e. Safe and convenient on-site pedestrian circulation such as
17 sidewalks and crosswalks connecting buildings and parking areas at the
18 development site.

19
20 Transportation modifications which are required due to traffic safety and/or
21 operating conditions and which are unrelated to transportation mobility needs
22 shall be provided by the developer.

23
24 (2) Within Zones B, C, D, E, or M new development or redevelopment shall
25 provide all of the items listed in (b)(1) a. through e. and meet required standards,
26 as specified in the zone requirements (as relevant to its respective zone), to
27 address transportation mobility needs within the TCEA. Transportation
28 modifications which are required due to traffic safety and/or operating conditions
29 and which are unrelated to transportation mobility needs shall be provided by the
30 developer and any such items provided shall not count towards meeting required
31 standards relevant to the zone.

32
33 (3) Within Zone B, development or redevelopment shall be required to meet
34 the following development standards, provided at developer expense, based on the
35 development's (including all phases) trip generation and proportional impact on
36 transportation mobility needs. The developer shall sign a development agreement
37 or contract with the City of Gainesville for the provision of these standards. The
38 choice of standards shall be subject to the final approval of the City during the
39 plan approval process. The standards chosen shall relate to the particular
40 transportation conditions and priorities in Zone B or adjacent areas. The developer
41 may choose to provide one or more standards off-site with the City's approval. In
42 recognition of the varying costs associated with the standards, the City shall have
43 the discretion to count some individual standards, based on cost estimates
44 provided by the developer and verified by the City, as meeting two or more
45 standards.

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

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Zone B Standards

- a. Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter-connection 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.
- b. Funding for the construction of a new or expanded bus maintenance/operations facility.
- 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, including express transit service or bus rapid transit, where appropriate.

1 g. Construction of public sidewalks where they are not currently
2 existing. Sidewalk construction required to meet Land Development Code
3 requirements along property frontages shall not count as meeting TCEA
4 standards.

5
6 h. Widening of existing public sidewalks to increase pedestrian
7 mobility and safety.

8
9 i. Deeding of land for the addition and construction of bicycle lanes,
10 or construction of bicycle lanes to City specifications.

11
12 j. Provision of ride sharing or van pooling programs.

13
14 k. Use of joint driveways or cross-access to reduce curb cuts.

15
16 l. Provision of park and ride facilities.

17
18 m. Funding of streetscaping/landscaping (including pedestrian-scale
19 lighting, where relevant) on public rights-of-way or medians, as
20 coordinated with the implementation of the City's streetscaping plans.

21
22 n. Business operations that can be proved to have limited or no peak
23 hour roadway impact.

24
25 o. Provision of shading through awnings or canopies over public
26 sidewalk areas to promote pedestrian traffic and provide protection from
27 the weather so that walking is encouraged. The awning or canopy shall
28 provide pedestrian shading for a significant length of the public sidewalk
29 in front of the proposed or existing building.

30
31 p. Provision of additional bicycle parking over the minimum required
32 by the Land Development Code. Additional bicycle parking may be used
33 to substitute for the required motorized vehicle parking.

34
35 q. In order to increase the attractiveness of the streetscape and reduce
36 visual clutter along roadways, which promotes a more walkable
37 environment, provision of no ground-mounted signage at the site for
38 parcels with 100 linear feet or less of property frontage. Or, removal of
39 non-conforming signage or billboards at the site. Signage must meet all
40 other regulations in the Land Development Code.

41
42 r. Enhancements to the City's greenway system (as shown in the
43 Transportation Mobility Map Series) which increase its utility as a multi-
44 modal transportation route. Such enhancements may include, but not be
45 limited to: 1.) trail amenities such as benches, directional signage, or
46 safety systems; 2.) bicycle parking at entry points or connecting with

1 transit lines; 3.) land acquisition for expansion or better connectivity of the
 2 greenway system; 4.) additional entry points to the greenway system; 5.)
 3 bridges spanning creeks or wetland areas; and/or, 6.) appropriate trail
 4 surfacing.

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 6 s. Participation in a transportation demand management program that
 7 provides funding or incentives for transportation modes other than single
 8 occupant vehicle. Such demand management programs shall provide
 9 annual reports of operations to the City indicating successes in reducing
 10 single occupant vehicle trips.

11
 12 t. Clustering of and design of the development for maximum density,
 13 or maximum FAR, at the site which preserves open space, reduces the
 14 need for development of vacant lands, enhances multi-modal opportunities
 15 and provides transit-oriented densities or intensities.

16
 17 u. Construction of new road facilities, including bicycle and
 18 pedestrian facilities, which provide alternate routes to reduce congestion.

19
 20 v. Addition of lanes on existing road facilities (including, but not
 21 limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes),
 22 where acceptable to the City and/or MTPO, as relevant.

23
 24 w. An innovative transportation-related modification or standard
 25 submitted by the developer, where acceptable to and approved by the City.

26
 27 (4) Within Zone C, development or redevelopment shall be required to meet
 28 the following development standards, provided at developer expense, based on the
 29 development's (including all phases) trip generation and proportional impact on
 30 transportation mobility needs. The developer shall sign an agreement with the
 31 City of Gainesville for the provision of these standards. The choice of standards
 32 shall be subject to the final approval of the City during the plan approval process.
 33 The standards chosen shall relate to the particular transportation conditions and
 34 priorities in Zone C or adjacent areas. In recognition of the varying costs
 35 associated with the standards, the City shall have the discretion to count some
 36 individual standards, based on cost estimates provided by the developer and
 37 verified by the City, as meeting two or more standards.
 38

<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 three 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 twelve standards</u>

<u>Greater than 5,000 trips</u>	<u>At least eighteen 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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Zone C Standards

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. 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 for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

b. Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter-connection 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.

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.

1 f. Construction of bicycle and/or pedestrian facilities/trails to City
2 specifications. This may include provision of bicycle parking at bus
3 shelters or transit hubs or deeding of land for the addition and construction
4 of bicycle lanes or trails.

5
6 g. Payments to the Regional Transit System, which either increase
7 service frequency or add additional bus service, including express transit
8 and bus rapid transit, where appropriate.

9
10 h. Construction of public sidewalks where they are not currently
11 existing or completion of sidewalk connectivity projects. Sidewalk
12 construction required to meet Land Development Code requirements along
13 property frontages shall not count as meeting TCEA standards. The
14 priority for sidewalk construction shall be:

15
16 1. along SW 35th Place east from SW 34th Street to SW 23rd
17 Street;

18 2. along SW 37th Boulevard/SW 39th Boulevard (north side)
19 south from Archer Road to SW 34th Street;

20 3. along SW 27th Street from SW 35th Place to Williston
21 Road for pedestrian/transit connectivity; and,

22 4. along the west side of SW 32nd Terrace from SW 35th
23 Place to the terminus of the University Towne Centre sidewalk
24 system (at the property line).

25
26 i. Use of joint driveways or cross-access connections to reduce curb
27 cuts.

28
29 j. Funding of streetscaping/landscaping on public rights-of-way or
30 medians, as coordinated with the implementation of the City's
31 streetscaping plans.

32
33 k. Pedestrian-scale lighting in priority areas including:

34
35 1. SW 35th Place;

36 2. SW 37th/39th Blvd.;

37 3. SW 23rd Terrace; and,

38 4. Williston Road.

39
40 l. Business operations that can be proven to have limited or no peak
41 hour roadway impact.

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43
44 m. Design and/or construction studies/plans for projects such as
45 planned roundabouts, road connections, sidewalk systems, and/or bike
46 trails.

1
2 n. Provision of matching funds for transit or other transportation
3 mobility-related grants.

4
5 o. Participation in a transportation demand management program that
6 provides funding or incentives for transportation modes other than single
7 occupant vehicle. Such demand management programs shall provide
8 annual reports of operations to the City indicating successes in reducing
9 single occupant vehicle trips.

10
11 p. Funding for the construction of a new or expanded bus
12 maintenance/operations facility.

13
14 q. An innovative transportation-related modification or standard
15 submitted by the developer, where acceptable to and approved by the City.

16
17 (5) The City establishes the following priority for projects in Zone C. For
18 developments east of SW 34th Street in Zone C the priority shall be:

19
20 a. Construction of an off-street pedestrian path on one side of SW
21 35th Place from SW 34th Street to SW 23rd Terrace.

22
23 b. A roundabout at SW 23rd Terrace and SW 35th Place.

24
25 For developments west of SW 34th Street in Zone C the priority shall be:

26
27 a. Construction of a southerly extension of SW 40th Boulevard from
28 its current end south of its intersection with Archer Road to the
29 intersection of SW 47th Avenue. This roadway connection shall include
30 bicycle and pedestrian facilities.

31
32 b. Funding for the construction of a new or expanded bus
33 maintenance/operations facility.

34
35 (6) Within Zone D, development or redevelopment shall be required to meet
36 the following development standards, provided at developer expense, based on the
37 development's (including all phases) trip generation and proportional impact on
38 transportation mobility needs. The developer shall sign an agreement with the
39 City of Gainesville for the provision of these standards. The choice of standards
40 shall be subject to the final approval of the City during the plan approval process.
41 The standards chosen shall relate to the particular transportation conditions and
42 priorities in Zone D or adjacent areas. In recognition of the varying costs
43 associated with the standards, the City shall have the discretion to count some
44 individual standards, based on cost estimates provided by the developer and
45 verified by the City, as meeting two or more standards.
46

<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 1.5 standards</u>
<u>50 to less than 100</u>	<u>At least four standards</u>
<u>100 to 400</u>	<u>At least six standards</u>
<u>400 to 999</u>	<u>At least ten standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen standards</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 standards and meet a. or b. below:</u> <u>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> <u>b. Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u>

Zone D Standards

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of the TCEA or Zone D 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 streets, deeding of land, or easements to create a more gridded network and provide connectivity

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties

1 cannot agree as to the value of the land, the developer may submit an
2 appraisal acceptable to the City for purposes of establishing value, subject
3 to review by the City.

4
5 b. Construction of bus shelters built to City specifications.

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7 c. Bus shelter lighting using solar technology to City specifications.

8
9 d. Construction of bus turn-out facilities to City specifications.

10
11 e. Construction of bicycle and/or pedestrian facilities/trails to City
12 specifications. This may include provision of bicycle parking at bus
13 shelters or transit hubs or deeding of land for the addition and construction
14 of bicycle lanes or trails.

15
16 f. Payments to the Regional Transit System, which either increase
17 service frequency or add additional bus service, including Express Transit
18 and Bus Rapid Transit, where appropriate.

19
20 g. Construction of public sidewalks where they are not currently
21 existing or completion of sidewalk connectivity projects. Sidewalk
22 construction required to meet Land Development Code requirements along
23 property frontages shall not count as meeting TCEA standards.

24
25 h. Funding for the construction of a new or expanded bus
26 maintenance/operations main facility.

27
28 i. Business operations that can be proven to have limited or no peak
29 hour roadway impact.

30
31 j. Design and/or construction studies/plans for projects such as
32 planned roundabouts, road connections, sidewalk systems, and/or bike
33 trails.

34
35 k. Provision of matching funds for transit or other transportation
36 mobility-related grants.

37
38 l. Construction of Park and Ride facilities built to RTS standards and
39 requirements for the area.

40
41 m. An innovative transportation-related modification or standard
42 submitted by the developer, where acceptable to and approved by the City.

43
44 (7) The City establishes the following priority for projects in Zone D.
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1 a. Construction of a southerly extension of SW 40th Boulevard from
 2 its current end south of its intersection with Archer Road to the
 3 intersection of SW 47th Avenue. This roadway connection shall include
 4 bicycle and pedestrian facilities.

5
 6 b. Funding for the construction of a new or expanded bus
 7 maintenance/operations facility.

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 9 (8) Within Zone E, development or redevelopment shall be required to meet
 10 the following development standards, provided at developer expense, based on the
 11 development's (including all phases) trip generation and proportional impact on
 12 transportation mobility needs. The developer shall sign an agreement with the
 13 City of Gainesville for the provision of these standards. The choice of standards
 14 shall be subject to the final approval of the City during the plan approval process.
 15 The standards chosen shall relate to the particular transportation conditions and
 16 priorities in Zone E or adjacent areas. In recognition of the varying costs
 17 associated with the standards, the City shall have the discretion to count some
 18 individual standards, based on cost estimates provided by the developer and
 19 verified by the City, as meeting two or more standards.
 20

<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 1.5 standards</u>
<u>50 to less than 100</u>	<u>At least four standards</u>
<u>100 to 400</u>	<u>At least six standards</u>
<u>400 to 999</u>	<u>At least ten standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen standards</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 standards and meet a. or b. below:</u> <u>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> <u>b. Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u>

Zone E Standards

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone E or the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:

1. widening of SR 121 to 4 lanes north of US 441 to CR 231;
2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;

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

b. Construction of bus shelters built to City specifications, where transit service is available.

c. Bus shelter lighting using solar technology to City specifications, where transit service is available.

d. Construction of bus turn-out facilities to City specifications, where transit service is available.

e. 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.

f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including express transit and bus rapid transit, where appropriate.

g. 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.

1 h. Funding for the construction of a new or expanded bus
2 maintenance/operations main facility.

3
4 i. Business operations that can be proven to have limited or no peak
5 hour roadway impact.

6
7 j. Design and/or construction studies/plans for projects such as
8 planned roundabouts, road connections, sidewalk systems, and/or bike
9 trails.

10
11 k. Provision of matching funds for transit or other transportation
12 mobility-related grants.

13
14 l. Construction of Park and Ride facilities built to RTS standards and
15 requirements for the area.

16
17 m. An innovative transportation-related modification or standard
18 submitted by the developer, where acceptable to and approved by the City.

19
20 (9) The City establishes the following priority for projects in Zone E.

21
22 a. widening of SR 121 to 4 lanes north of US 441 to CR 231.

23
24 b. Funding for the construction of a new or expanded bus
25 maintenance/operations facility.

26
27 (10) Within Zone M, development or redevelopment shall be required to meet
28 standards by making a proportionate share payment of the planned costs to fund
29 mobility, including transit, pedestrian, bicycle, and vehicular needs, in the zone.
30 This may include projects outside the limits of Zone M (in adjacent areas) that can
31 be demonstrated to be a direct benefit to the transportation system in the area of
32 Zone M. The proportionate share shall be based on the development's (including
33 all phases) trip generation and proportional impact on transportation mobility
34 facilities calculated as set forth in Sec. 30-37.3(d), *Determining proportionate*
35 *fair-share obligation*, subsections (1), (2) and (3). In addition to making the
36 proportionate share payment, development or redevelopment that has a net, new
37 average daily trip generation of greater than 5,000 trips shall either be located on
38 an existing transit route with minimum fifteen minute frequencies in the a.m. and
39 p.m. peak hours for RTS or shall provide funding for a new transit route with
40 minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or
41 provide funding to improve transit headways to minimum fifteen minute
42 frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes
43 shall include capital and operating costs for a minimum of 5 years. Funding for
44 existing route expansions shall include capital and operating costs for three years.
45 The developer shall sign an agreement with the City of Gainesville for the

1 provision of mobility needs. The following is a list of mobility needs/projects in
2 Zone M:

3
4 a. Roadway projects to: provide a more interconnected transportation
5 network in the area, provide alternate routes to reduce congestion, and
6 reduce pressure on arterials. All roadway projects shall include bicycle
7 and pedestrian facilities. These projects include, but are not limited to the
8 following projects:

9
10 1. extension of Hull Road consistent with MTPO Option M;

11
12 2. extension of SW 62nd Boulevard to SW Archer Road in
13 accordance with the MTPO design; and,

14
15 3. extension of streets, deeding of land, or easements to create
16 a more gridded network and provide connectivity;

17
18 Developers may deed land for right of way and/or construct roadway
19 extensions to City specifications. Prior to the donation of the right of way,
20 the developer and the City must agree upon the fair market value of the
21 land for the purposes of meeting this standard. In the event the parties
22 cannot agree as to the value of the land, the developer may submit an
23 appraisal acceptable to the City for purposes of establishing value, subject
24 to review by the City.

25
26 b. 8 articulated buses.

27
28 c. Funding for the construction of a new or expanded bus
29 maintenance/operations facility.

30
31 d. Construction of 4 transit superstops on SW 20th Avenue built to
32 City specifications.

33
34 e. A Park and Ride facility with a minimum of 100 spaces, including
35 transfer station and restrooms/information center, built to RTS
36 specifications.

37
38 f. Traffic management system equipment for transit vehicles
39 operating in Zone M.

40
41 g. Payments to the Regional Transit System for the capital and
42 operating costs associated with Route 62, which includes 2 new buses.

43
44 h. Construction of public sidewalks where they are not currently
45 existing or completion of sidewalk connectivity projects. Sidewalk

1 construction required to meet Land Development Code requirements along
2 property frontages shall not count as meeting TCEA requirements.

3
4 i. Business operations that can be proven to have limited or no peak
5 hour roadway impact.

6
7 j. Design and/or construction studies/plans for projects such as
8 planned roundabouts, road connections, sidewalk systems, and/or bike
9 trails.

10
11 k. Funding for express transit and bus rapid transit, where
12 appropriate.

13
14 l. An innovative transportation-related modification or standard
15 submitted by the developer, where acceptable to and approved by the City.

16
17 m. Funding for 2 buses for Route 22.

18
19 (c) *Redevelopment policies in the state-mandated TCEA.*

20
21 (1) Redevelopment or expansions of existing developments, which generate
22 fewer than ten net, new average daily trips or two net, new p.m. peak hour trips
23 (based on adjacent street traffic), shall not be required to meet (b)(1)-(10) above.

24
25 (2) Within Zones B, C, D, E, or M, in order to encourage redevelopment and
26 desirable urban design and form, developments meeting standards such as neo-
27 traditional, new urbanist, or mixed-use development which includes a mix of both
28 residential and non-residential uses at transit oriented densities shall be provided
29 credits, in relation to the multi-modal amenities provided, toward meeting the
30 standards in (b)(3)-(10) above, as relevant.

31
32 (3) In order to encourage the redevelopment of chronically vacant buildings
33 located within 1/4 mile of the property lines of an existing or potential transit hub
34 (as shown in the Existing & Potential Transit Hubs map adopted in the
35 Transportation Mobility Element) and to reduce or prevent blight, the City shall
36 reduce the number of trips for standards (as relevant for the zone) that must be
37 met in these areas by 20 percent for redevelopment or expansion/conversion
38 projects.

39
40 (d) *Design Policies in the state-mandated TCEA.*

41
42 (1) The City shall use the Central Corridors Overlay District design standards
43 in the Land Development Code for development/redevelopment projects within
44 the TCEA. These standards include consideration of building placement, location
45 of parking, sidewalks, building wall articulation, and placement of mechanical
46 equipment and shall be the guiding design standards for development/

1 redevelopment on roadways in the TCEA which are listed in the annual level of
2 service report produced by the North Central Florida Regional Planning Council.
3 Within Zone C, the build-to line may be modified on Archer Road, SW 34th
4 Street, and Williston Road due to right-of-way or utility constraints, consistent
5 with requirements as described in the Special Area Plan for Central Corridors,
6 City Land Development Code. These design standards requirements shall not
7 override design standards adopted as part of a Special Area Plan, Overlay District,
8 or Planned Development.

9
10 (2) New development of automotive-oriented uses located within the TCEA,
11 such as retail petroleum sales (gasoline service stations), car washes, automotive
12 repair, and limited automotive services (as defined in the Land Development
13 Code), shall be designed to locate service bays and fueling (gas) pumps to the rear
14 of buildings located on the site. These design standards shall not apply in
15 industrial zoning districts. The number of fueling positions shall be regulated by
16 TCEA policies.

17
18 (e) *Auto-oriented uses in the state-mandated TCEA.* Automobile-oriented
19 developments/uses including drive-through facilities, surface parking lots as a principal
20 use, parking garages, car washes, and gasoline service stations shall be regulated as
21 follows within the TCEA.

22
23 (1) The City may establish pedestrian-, transit-, and bicycle-oriented areas,
24 through a special area plan overlay zone adopted within the Land Development
25 Code, which prohibit or further regulate automobile-oriented developments/uses
26 beyond the standards set by the TCEA.

27
28 (2) Special Area Plan overlay district regulations (such as the College Park
29 Special Area Plan and the Traditional City) that prohibit and regulate automobile-
30 oriented developments/uses, as described in (e) above, shall not be modified by
31 provisions or policies of the TCEA.

32
33 (3) New development of surface parking lots as a principal use shall be
34 required to obtain a Special Use Permit. In addition to the review criteria set in the
35 Land Development Code for Special Use Permits, the approval of the Special Use
36 Permit shall be based on consideration of the size/scale of the proposed surface
37 parking lot and the inclusion of design and access features which maintain
38 pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle
39 and transit use in the area.

40
41 (4) Drive-through facilities shall be defined to include banking facilities,
42 payment windows, restaurant, food and or/beverage sales, dry cleaning, express
43 mail services and other services that are extended mechanically or personally to
44 customers who do not exit their vehicles. The following uses shall not be
45 considered drive-throughs: auto fuel pumps and depositories which involve no

1 immediate exchange or dispersal to the customer, such as mail boxes, library book
2 depositories, and recycling facilities.

3
4 (5) In addition to the review criteria set in the Land Development Code for
5 Special Use Permits, the following review standards for drive-through facilities
6 shall be included:

- 7
8 a. maximization of pedestrian and bicycle safety and convenience;
9
10 b. adequate queuing space for vehicles such that there is no back-up
11 of traffic onto adjacent roadways;
12
13 c. provision of a by-pass lane or sufficient driveway area around the
14 drive-through lanes to assist internal vehicular circulation;
15
16 d. minimization of the visual impacts of the drive-through lanes on
17 street frontage areas;
18
19 e. minimization of the total number of drive-through lanes based on
20 site conditions and the operating conditions of the impacted roadway
21 segments;
22
23 f. minimization of the number of access points to roadways;
24
25 g. design of access points and ingress/egress directional flows to
26 minimize impacts on the roadway and non-motorized traffic;
27
28 h. design of internal pedestrian access and safety as related to the
29 position of the drive-through lane(s); and,
30
31 i. meeting any additional design criteria established in the Land
32 Development Code.

33
34 (6) Unless otherwise prohibited or regulated by a Special Area Plan, the
35 development of new free-standing drive-through facilities or expansion of or
36 development activity at existing free-standing drive-through facilities, not
37 meeting the provisions of (e)(7) below, shall be required to obtain a Special Use
38 Permit. These drive-through facilities shall meet the Special Use Permit criteria
39 shown in the Land Development Code and review criteria shown in (e)(5) above.
40 In addition, drive-through facilities not developed under the provisions of (e)(7)
41 or (e)(8) below shall also meet the following standards:

- 42
43 a. There shall be a minimum distance of 400 feet between the
44 driveways of sites with free-standing drive-through facilities on roadways
45 operating at 85 percent or more of capacity. Roadway capacity shall be
46 measured using the latest version of Art-Plan or a method deemed

1 acceptable by the Technical Advisory Committee Subcommittee of the
2 Metropolitan Transportation Planning Organization. Available capacity
3 shall include consideration of reserved trips for previously approved
4 developments and the impacts of the proposed development. The 400 foot
5 distance requirement shall not apply if any of the following criteria are
6 met:

- 7
- 8 1. Joint driveway access or common access is provided
9 between the sites with free-standing drive-through facilities.
- 10
- 11 2. Cross access is provided with an adjoining property.
- 12
- 13 3. A public or private road intervenes between the two sites.
- 14
- 15 4. The development provides a functional design of such high
16 quality that the pedestrian/sidewalk system and on-site/off-site
17 vehicular circulation are not compromised by the drive-through
18 facility. This determination shall be made as part of the Special
19 Use Permit and development plan review process and shall be
20 based on staff and/or board review and approval.

21

22 b. There shall be no credit for pass-by trips in association with the
23 drive-through facility. Standards which must be met under (b)(3), (4), (6),
24 (8), or (10) above, as relevant to the zone, shall be based on total trip
25 generation for the use and shall not include any net reduction for pass-by
26 trips.

27

28 (7) Unless otherwise prohibited or regulated by a Special Area Plan, the
29 development of new free-standing drive-through facilities or expansion of or
30 development activity at existing free-standing drive-through facilities shall be
31 permitted, by right, only within shopping centers or mixed-use centers. No direct
32 access connections from the street to the drive-through shall be allowed. Access
33 to the drive-through shall be through the shopping center or mixed-use center
34 parking area. Mixed-use centers shall be defined as developments regulated by a
35 unified development plan consisting of three or more acres, having a minimum of
36 25,000 square feet of gross floor area, and providing centralized motorized
37 vehicle access and a mix of at least three uses which may include residential or
38 non-residential uses in any combination. Mixed-use centers may include Planned
39 Developments which meet the criteria listed in this policy. Development plan
40 approval for the drive-through facility shall be based on the inclusion of
41 appropriate pedestrian, bicycle and transit features which facilitate and encourage
42 convenience, safety, and non-motorized use of the site; design of safe internal
43 pedestrian access as related to the position of the drive-through lane(s); and
44 meeting design criteria established in the Land Development Code. Drive-through
45 facilities meeting the criteria shown in this policy shall also receive an internal
46 capture trip credit and credit for pass-by trips.

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

(9) Within the TCEA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:

a. Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.

b. The number and width of driveways shall be minimized.

c. Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:

1. No limitation on fueling positions in the Industrial zoning categories;

2. Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;

3. Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:

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A. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;

B. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;

C. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

D. The architectural and site design are of such high quality that they enhance the site area and promote the City’s multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.

E. Cross-access or joint driveway usage is provided to other adjacent developments.

F. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:

i. Building(s) shall be placed close to the public sidewalk for a substantial length of the site’s linear frontage;

ii. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;

1 iii. A pedestrian entry is provided from the
2 public sidewalk on the property frontage; or, near a
3 building corner when the building is on a corner lot;

4
5 iv. Off-street parking shall be located to the
6 side or rear of the building;

7
8 v. The building height and façade elevation are
9 appropriate for the site and surrounding zoned
10 properties.

11
12 Until adoption in the Land Development Code of specific architectural and
13 design standards, ten fueling positions within 1/4 mile of an I-75
14 interchange. In the interim period before the adoption of architectural and
15 design standards, additional fueling positions, to a maximum of twelve,
16 may be allowed as part of a Planned Development rezoning or Special Use
17 Permit process, with the final approval of the City Commission, based on
18 meeting all of the conditions shown in A-F above.

19
20 (10) Within the TCEA, development plans for the placement of new parking
21 garages as a principal or accessory use shall address:

22
23 a. minimizing conflict with pedestrian and bicycle travel routes;

24
25 b. providing parking for residents, employees, or customers in order
26 to reduce the need for on-site surface parking;

27
28 c. being located and designed to discourage vehicle access through
29 residential streets;

30
31 d. designing facilities for compatibility with neighborhoods by
32 including ground floor retail, office, or residential use/development (as
33 appropriate for the zoning district) when located on a public street. The
34 facility shall also have window and facade design that is scaled to relate to
35 the surrounding area.

36
37 (f) Streetscaping and landscaping requirements in the state-mandated TCEA.

38
39 (1) New development within Zones B, C, D, E, and M shall be required to
40 plant minimum 65-gallon-sized trees, 18 feet tall and 3.5 inches in trunk caliper,
41 or their equivalent in winter-dug and hardened-off balled and burlapped trees for
42 the required landscaping along roadways within Zone B as listed in the annual
43 level of service report produced by the North Central Florida Regional Planning
44 Council, selected from the Tree List in the Land Development Code.

45

1 (2) Within Zones C, D, E and M the 65-gallon tree landscaping requirement
2 shall apply to all public or private streets. If 65-gallon or equivalent trees are not
3 available, the number of required shade trees can be appropriately increased with
4 the approval of the City Arborist or designee.

5
6 (3) All new development sites within Zones B, C, D, E and M shall also be
7 required to install an automated irrigation system to preserve new landscaping.

8
9 (4) Redevelopment sites shall be required to meet this landscaping policy at a
10 50 percent rate. Redevelopment sites where 40 percent or more of the developed
11 area (as defined in the Land Development Code) of the site is being altered shall
12 also be required to meet the automated irrigation system requirement.

13
14 (5) Trees shall be planted on private property within buffer areas or on right-
15 of-way, if approved by the City. Land Development Code regulations shall
16 specify the type, size, and other standards for trees planted to meet TCEA
17 requirements.

18
19 (6) Developments within areas designated in the Land Development Code as
20 landscape exempt, areas within Special Area Plans with pedestrian-oriented build-
21 to line provisions, area within the approach and clear zone areas as specified on
22 the Gainesville Regional Airport master plan, and developments meeting the
23 criteria for Rapid Review as shown in the Land Development Code shall be
24 excluded from these requirements.

25
26 (g) *Parking in the state-mandated TCEA.* Within the TCEA, parking in excess of the
27 minimum required by the Land Development Code shall not be allowed. Developments
28 may apply for a parking reduction based on criteria in the Land Development Code.