

Petition PZ-09-67 CPA City Plan Board. Amend the City's Concurrency Management Future Land Use, Transportation Mobility & Capital Improvements Elements to make them consistent with Transportation Concurrency provisions in Senate Bill 360 that amends State Growth Management laws.

Ms. Lazzari gave the staff presentation and listed the changes consistent with Senate Bill 360 requirements will bring as:

- new Zones D, E and M with their associated standards
- changes to the Concurrency Management Element Policies
- new maps in the Concurrency Management, Transportation Mobility, and Future Land Use Elements
- adds new policies to the Comprehensive Plan and amends its existing policies

Mr. Dawson stated that moving with immediacy in regards to this long term strategy that has not been presented to the public in terms of a workshop or presentations to other Commissions in the surrounding areas, may have an effect. Mr. Dawson further stated that he is not saying the strategies before this board this evening are the wrong ones, but whether they are the appropriate strategies, and is not sure if we have taken the right process in moving forward with these final two petitions this evening.

Bob Cohen stated that he agrees with Mr. Dawson that there is a certain haste but the reason for the haste is for this ill advised legislation that was passed to stimulate the economy and the city is well advised to put something in place because the consequences of not doing so are worse than the unintended consequences. Mr. Cohen further stated that there is the EAR cycle that will correct any unintended consequences that may arise and that he will support both of these petitions. Mr. Cohen added that as staff pointed out the vision has a lot to do with transit and inquired how that transit will be coordinated between the County's transit effort; which seems to be independent of the city's transit efforts.

Doug Robinson, Chief Transit Planner stated that they are currently working on coordinating with the county on the 10 Year Transit Development Plan, the BRT System and with the Evaluation and Appraisal Report. Mr. Robinson further stated that the County is proposing transit oriented design, traditional neighborhood design and an express bus service with dedicated bus transit facilities on major corridors. Mr. Robinson added that the city is currently looking to Comprehensive Plan Amendments for transit improvements and possibly some connections to what the County is proposing.

Bob Ackerman stated that he does not find that what is being proposed this evening is hasty, because like a lot of other communities in our state, the City of Gainesville has a long history of dealing with the TCEA and it seems like it is expanding into the areas that we have been required to expand into. Mr. Ackerman further stated that the vision or the vetting seems like it was done a long time ago and what is being proposed this evening does not represent a radical departure from the policies the city has been pursuing for the last ten years.

Chair Wells inquired why the DRI protection language was not included in the temporary measure, but in the Comprehensive Plan language. Ms. Lazzari stated that the section of the Code that staff was amending concerned proportionate fair share and transportation concurrency and was advertised that way. Ms. Lazzari further stated that the DRI language was outside the scope of the advertised petition.

Please see petition PZ-09-66 TCH for additional information.

Motion By: Bob Ackerman	Seconded By: Bob Cohen
Moved To: Approve with amendments as provided by staff.	Upon Vote: 5 – 1. (Nay: C. Dawson)