

## Amendments to PZ-09-67 CPA

1. On p. 16 of Attachment 1 (the policies for the Comprehensive Plan amendment), Policy CME 1.1.14 should be amended to read as follows:

1.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development outside of Zone M shall fund the capital transit costs associated with transit service needs for the city portion of the Context Area. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution toward the additional transit service enhancements need to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies). The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TCEA standards in Zones B, C, or D. Within Zone M, the proportionate share calculation for standards shall include the additional costs associated with meeting the Context Area transit funding requirements in this policy.

**Reason for change:** Clarify that the proportionate share amount is based only on transit service inside city limits so that city developments are not required to support or subsidize transit service outside city limits.

2. On p. 18, CME Policy 1.1.24 concerning the TCEA and annexed parcels should have the following sentence added at the end of both a. and b.

The City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as a dense urban land area (DULA) is maintained after annexation.

**Reason for change:** Recommendation by the Department of Community Affairs staff for clarification that annexed vacant land might change the population per square mile used in DULA calculation for a citywide TCEA.

3. On p. 20, CME Policy 1.2.7 c. should be amended to read as follows:

A residential unit credit may be received from off-site development that is: within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.

**Reason for change:** Clarification that the residential unit credit is based on existing built units that will provide residential support for the development.

4. On p. 21, amend CME Policy 1.2.8 to change the FY date to 2015.

The same change needs to be made to Transportation Mobility Element Policy 3.1.6 on p. 33 concerning FY.

Or, since the policy is duplicated in two elements, one could be deleted.

**Reason for change: To allow sufficient time for the associated maintenance facility needs to be met for BRT vehicles (such as articulated buses) and allow sufficient time after the feasibility study has been completed.**

5. On p. 29, amend CME Policy 1.8.1 to indicate that the trips are average daily trips.

**Reason for change: Clarification of the type of trips. City and County staff have traditionally operated under the average daily trip method, but this clarifies that administrative procedure.**

6. On p. 32, FLUE Policies 4.4.3 and 4.4.4 concerning the TCEA and annexed parcels should have the following sentence added at the end of both policies. These policies are duplicated in the Concurrency Management Element. The policy could be deleted from one of the elements.

The City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as a dense urban land area (DULA) is maintained after annexation.

**Reason for change: Recommendation by the Department of Community Affairs staff for clarification that annexed vacant land might change the population per square mile used in DULA calculation for a citywide TCEA.**

7. On p. 32, FLUE Policy 3.4.4, add the in front of City's coordination policies...

**Reason for change: Grammar correction.**

8. Substitute revised Table 14 (5-Year Schedule of Capital Improvements)

**Reason for change: Input from the Public Works Dept. and RTS.**

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**TABLE 14: 5-Year Schedule of Capital Improvements (FY 07/08 09/10 – 08/09 11/12) (in \$1,000s) additions for Zone M and adjacent zones**

<u>No.</u>	<u>Project Description</u>	<u>Projected Total Cost</u>	<u>Cost to the City</u>	<u>FY1 Schedule</u>	<u>General Location</u>	<u>Revenue Sources</u>	<u>Consistent with Other Elements</u>
	<b>Mass Transit</b>						
<u>1.</u>	<u>2 New buses for Route 62</u>	<u>800</u>	<u>800</u>	<u>2013/2014</u>	<u>Zones B &amp; M</u>	<u>FDOT; Fed. Transit Administration TCEA</u>	<u>Yes</u>
<u>2.</u>	<u>1 New bus for Route 21</u>	<u>370</u>	<u>370</u>	<u>2011/2012</u>	<u>See Map 6</u>	<u>FDOT; Fed. Transit Administration TCEA; &amp; proportionate fair-share funds</u>	<u>Yes</u>
<u>3.</u>	<u>8 Articulated buses</u>	<u>5,600</u>	<u>5,600</u>	<u>2020</u>	<u>Zone B &amp; M</u>	<u>TCEA or developer contributions</u>	

4.	<u>New or expanded bus maintenance and operations facility phased program</u>  <u>Phase 1 (new facility to maintain &amp; store 50 buses)</u>  <u>Phase 2 (expand to maintain &amp; store 50 additional buses)</u>  <u>Phase 3 (expand to maintain &amp; store 65 additional buses)</u>  <u>Phase 4 (expand to maintain &amp; store 65 additional buses)</u>	<u>50,000</u>	<u>50,000</u>	<u>2030</u>  <u>2011</u>  <u>2014</u>  <u>2020</u>  <u>2025</u>	<u>Not located yet</u>	<u>Developer contributions and city &amp; county funding; \$4.3 million from SAFETEA-LU funding is available to begin expanding the maintenance facility</u>	<u>Yes</u>
5.	<u>3 transit superstops with turnout facilities; 1 transit superstop funded for construction 6/10</u>	<u>750</u>	<u>750</u>	<u>No date</u>	<u>Not located yet</u>	<u>TCEA or developer contributions &amp; federal funding</u>	<u>Yes</u>
6.	<u>Park and Ride facility in SW area</u>	<u>850</u>	<u>850</u>	<u>No date</u>	<u>SW Archer Rd./I-75 area</u>	<u>TCEA or developer contributions</u>	<u>Yes</u>
7.	<u>2 New buses for Route 22</u>	<u>800</u>	<u>800</u>	<u>2012/2013</u>	<u>Zone M</u>	<u>TCEA or developer contributions &amp; FTA funding</u>	<u>Yes</u>
	<b>Transportation Mobility</b>						
8.	<u>Hull Road Extension: partial construction by Canopy development</u>	<u>10,600</u>	<u>10,600</u>	<u>2020</u>	<u>Zone M of the TCEA</u>	<u>TCEA or developer contributions</u>	<u>Yes</u>

9.	<u>SW 62<sup>nd</sup> Blvd. Extension (with BRT facilities)</u>	<u>100,000</u>	<u>100,000</u>	<u>2020</u>	<u>Zone B &amp; M of the TCEA</u>	<u>TCEA or developer contributions and federal funds</u>	<u>Yes</u>
10.	<u>SW 40<sup>th</sup> Blvd. extension</u>	<u>3,000</u>	<u>3,000</u>	<u>2020</u>	<u>See Map 6</u>	<u>TCEA &amp; Developer Agreement revenues on account</u>	<u>Yes</u>

<sup>1</sup>Fiscal year for the City of Gainesville is October 1 through September 30 of the following year.

Source: Public Works Department, 2009.