



Planning & Development Services

**PZ-09-67 CPA (Ord. 0-09-34)
and
PZ-09-68 LUC (Ord. 0-09-35)**

July 28, 2009

Changes to Elements

- Concurrency Management Element
- Future Land Use Element
- Transportation Mobility Element
- Capital Improvements Element

Major Changes

- Creation of new TCEA Zones D, E, and M and associated standards
- CME Policies 1.1.9, 1.1.11, 1.1.13
- Maps in FLU, Concurrency Management, and Transportation Mobility Elements

Major Changes continued

- Requirements for developments with more than 5,000 average daily trips
 - A. Be on an existing transit route with minimum 15 minute frequencies
 - or
 - B. Provide funding (capital & operating) for a new or expanded transit route with minimum 15 minute frequencies

Major Changes continued

- New requirements for vacant parcels of 30 or more acres to have a mix of residential and non-residential uses (consistent with House Bill 697 requirements)

See CME Policy 1.2.7

Major Changes continued

- Increased redevelopment trip credits as an incentive for redevelopment

See CME Policies 1.2.5 & 1.2.6

Major Changes continued

- Guidance on the treatment of annexed parcels in the TCEA

See CME Policy 1.1.24 & FLUE
Policies 4.4.3 and 4.4.4

Major Changes continued

- Deleted restriction on expanding the TCEA west of I-75 due to State-mandated TCEA requirements

See old CME Policy 1.1.18

Major Changes continued

- New policy concerning large developments that would have been DRIs prior to DULA status

See FLUE Policy 3.4.4

Major Changes continued

- Deleted transportation mitigation requirements outside the TCEA (due to citywide TCEA status)

See old TME Policy 7.1.13

Major Changes continued

- Added a policy about bus rapid transit

See TME Policy 3.1.6 & CME 1.2.8

Major Changes continued

- Added new capital improvement items related to Zone M (& adjacent zones) transportation needs in the 5-Year Schedule of Capital Improvements

UF Context Area

- Multi-family residential development in the Context Area within city limits funds a proportionate share of the transit capital costs (See Policy 1.1.14)
- Transit share is based on the mode split for transit
- 25% reduction for multi-family within 1/4 mile of UF due to pedestrian/bicycle trips

Staff Recommendation

Planning staff recommends approval
of:

Petition PZ-09-67 CPA & Ord. 0-09-34
and

Petition PZ-09-68 LUC & Ord. 0-09-35