

**LEGISLATIVE #**

**120648M**

## Transportation Mobility Element

### Overall Goal

**ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, QUALITY OF LIFE, THAT IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF GAINESVILLE, AND IMPLEMENTS THE VISION OF THE “~~YEAR 2020 LIVABLE COMMUNITY REINVESTMENT PLAN~~” (GAINESVILLE 2020 TRANSPORTATION PLAN) “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. PROVIDE EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND PUBLIC TRANSIT NEEDS. THE SYSTEM SHOULD PROVIDE VEHICULAR, PUBLIC TRANSIT AND NON-MOTORIZED ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD COMMERCIAL AREAS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS AND AN OVERALL EFFORT TO ENHANCE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS AND SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES AND BASIC SERVICES.**

### GOAL 1

#### ADOPT TRANSPORTATION LEVELS OF SERVICE.

**Objective 1.1 The City shall adopt the following transportation levels of service solely for planning purposes. These levels of service are not used to apply transportation concurrency. The City of Gainesville has rescinded transportation concurrency in its Comprehensive Plan.**

#### Policies

##### 1.1.1 Roadway level of service (LOS):

- a. The LOS for all roadways in city limits shall be LOS E except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 shall be maintained at the 2012 level to the extent feasible, recognizing that I-75 serves land areas outside city limits.

- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

#### 1.1.2 Transit LOS:

- a. The City shall strive to provide main bus service within ¼ mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.
- b. The City shall strive to provide 20 minute peak hour frequencies or less within ¼ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain main bus service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of main transit routes at least 14 hours a day.

#### 1.1.3 Pedestrian LOS:

- a. The City shall continue to install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City shall continue to have Land Development Code regulations that require sidewalk construction for all new development except in areas designated with the Industrial land use category.
- c. New streets shall be designed and constructed to include sidewalks.

#### 1.1.4 Bicycle and Trail LOS:

- a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
- b. New streets shall be designed and constructed to include bicycle facilities.

### **GOAL 4 2**

**DEVELOP AND MAINTAIN A SAFE, CONVENIENT AND ENERGY EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED AND WHICH PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.**

## Objective 2.1

**Create an environment that promotes transportation choices, compact development, and a livable city.**

### Policies

- 42.1.1 ~~By 2010, the~~ The City shall continue to enhance the multi-modal transportation connections on University Avenue and SW 2<sup>nd</sup> Avenue between downtown and UF (University of Florida) to enhance the connection between these two areas, and promote transportation choice and livability.
- 42.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.
- 42.1.3 ~~By 2004, the City shall explore with FDOT, enhancements to N.W.13<sup>th</sup> Street to increase the pedestrian and multi-modal character of that corridor.~~ The City shall continue to support the “Multimodal Emphasis Corridor” designation on 13<sup>th</sup> Street from SW 16<sup>th</sup> Avenue to NW 23<sup>rd</sup> Avenue as shown in the Long Range Transportation Plan Update.
- 42.1.4 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.
- 42.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.
- 42.1.6 ~~The City shall inventory and prioritize enhancements for “A” streets by 2005. An “A” street shall be defined as a street which is designed with, or otherwise characterized by, features that promote the safety, comfort, and convenience of pedestrians.~~ The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.
- 42.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Mobility Element of the City Comprehensive Plan.
- 42.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.
- 42.1.9 The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and the area between downtown and the UF campus. The land development code shall be amended to ensure

that such parking meets performance objectives.

~~1.1.10 The City shall establish indicators, which track the trends in promoting transportation choice on an annual basis. Such indicators may include, among others, gasoline consumption, bus ridership, jobs/housing balance, vehicle miles traveled, percentage of travel by various forms of travel, and motor vehicle registration.~~

2.1.10 The City shall use “Context Sensitive Street Design” principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

~~12.1.11~~ Site Development plans for new developments and redevelopment of residential and non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

~~12.1.12~~ New development will be encouraged to provide ~~non-motorized vehicle and non-street connections~~ pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

~~1.1.13 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:~~

- ~~a. Coordinating with the MTPo to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;~~
- ~~b. Coordinating with the MTPo and Alachua County to extend East 27th Street from University Avenue to NE 39th Avenue;~~
- ~~c. Coordinating with the MTPo and FDOT to narrow and enhance University Avenue between East 15th Street and East 27th Street;~~
- ~~d. Coordinating with MTPo and FDOT to modify Waldo Road from NE 16th Avenue to SE 4th Avenue so that this section of road becomes a low-speed, urban gateway boulevard; and~~
- ~~e. Include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.~~

## Objective ~~12.2~~

**Ensure that future land use map designations promote transportation objectives by designating residential development of sufficient density transit-supportive densities in appropriate locations to support transportation choice.**

## Policies

- ~~12.2.1~~ The City's future land use map shall remain consistent with transportation choice strategies ~~such as: retaining higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit route corridors; car-oriented land uses primarily outside of areas oriented toward transportation choice; mixed use designations in appropriate locations; and centrally located community serving facilities.~~
- ~~1.2.2~~ The City shall coordinate with the MTPO to increase public awareness of upcoming transportation projects in the approved Year 2020 Livable Communities Reinvestment Cost Feasible Plan.

## Objective ~~12.3~~

**Ensure that the City coordinates with the ~~Year 2020 Livable Communities Reinvestment Plan~~ Year 2035 Long Range Transportation Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida Transportation Plan and the FDOT's Adopted Work Program.**

## Policies

- ~~12.3.1~~ The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.
- ~~12.3.2~~ The City shall coordinate with FDOT and Alachua County to implement Access Management, ~~Rule 14-97, F.A.C., and Sections 334.044 (2) and 335.188, F.S.~~ regulations.
- ~~12.3.3~~ The City shall continue to propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.
- ~~12.3.4~~ The City shall continue to coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the ~~traffic signal system and timing~~ Traffic Management System, and by installing traffic ~~signal pre-emption~~ signal priority control for emergency vehicles and buses.
- ~~12.3.5~~ The City shall assist the MTPO in issuing a Level of Service Report on all GUATS system roadways annually and shall coordinate with the MTPO to designate backlogged and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.
- ~~2.3.6~~ The City shall strive to implement transportation-related aspects of Plan East Gainesville, including, but not limited to:

- a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;
- b. Coordinating with the MTPO and FDOT on the implementation of the Waldo Road Multi-Way Boulevard (with limits from University Avenue to NE 39<sup>th</sup> Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
- c. As road reconstruction occurs, include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.

#### Objective ~~12~~.4

**Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.**

#### Policy

- ~~12.4.1~~ ~~By 2005, the~~ The City shall continue to work with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs which will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

#### **PEDESTRIANS**

#### **GOAL ~~23~~**

**PROVIDE A SAFE, CONVENIENT, CONTINUOUS, COMFORTABLE, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE. DEVELOP A “PARK ONCE” ENVIRONMENT AT EACH CITY NEIGHBORHOOD (ACTIVITY) CENTER.**

#### Objective ~~23~~.1

**Establish land use designations and encourage site development plans that reduce vehicle miles travelled and are transit supportive. ~~which reduce trip distances.~~**

## Policies

- ~~23.1.1~~ ~~By 2002, the~~ The City shall continue to inventory and prioritize street segments with sidewalk gaps. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; and (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight. The City shall complete an inventory of sidewalks on all arterial, collector and local streets, and place such an inventory on the City Geographic Information System to assist in the identification of gaps and priorities.
- ~~2.1.2~~ ~~By 2003, the City shall prioritize and continue a retrofitting program so that at least one linear mile of sidewalk is installed annually.~~
- ~~2.1.3~~ ~~By 2002, the City shall complete an inventory of sidewalks on all arterial, collector and local streets, and place such an inventory on the city Geographic Information System to assist in the identification of gaps and priorities.~~
- ~~23.1.42~~ ~~By 2002, the~~ The City shall continue to identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within the urban area particularly in pedestrian-oriented areas, or adjacent to, such as downtown, UF, and other neighborhood (activity) centers mixed-use areas.
- ~~23.1.53~~ ~~By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides. The City shall use the “Complete Streets” principles in the design of all new streets.~~
- ~~2.1.6~~ ~~The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.~~
- ~~23.1.74~~ Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties. Connectivity or stub-outs for future connections shall be included in development and redevelopment plans.
- ~~23.1.85~~ Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle and pedestrian travel. Such changes shall include safety features for bicycles and pedestrians to offset any negative impact the modification may otherwise create.
- ~~23.1.96~~ The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left-turn lanes and areas where a large volume of pedestrians and bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets (or any street with a crossing distance greater than 60 feet).



~~23.1.1407~~ In new development or redevelopment, walking and bicycling shall be promoted by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic ~~in commercial areas.~~

~~2.1.11~~ Drive-throughs shall be prohibited or restricted in areas where high pedestrian volumes are expected, or where walkable areas are designated or anticipated. Restrictions shall include number of lanes, width and turning radius of lanes, and entrance to and exit from the drive-through.

~~2.1.12~~ Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.

~~2.1.13~~ The City, by 2002, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements in the downtown Central City District, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements, and shall prepare an affordable and feasible schedule for making such improvements.

~~23.1.148~~ The City shall work with FDOT and the CRA to enhance and widen sidewalks and provide traffic control and design features to enhance pedestrian activity along University Avenue from W. 38<sup>th</sup> Street to Waldo Road implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34<sup>th</sup> Street as a Multimodal Emphasis Corridor.

~~23.1.159~~ The City shall amend the Land Development Code to require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to sidewalks, ~~speed tables~~ and crosswalks that connect buildings and parking areas at the development site.

~~23.1.160~~ At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.

## *TRANSIT*

### GOAL 3

~~CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT~~

~~THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE.~~

### Objective 3.12

Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the ~~bus~~ transit system serves major trip generators and attractors such as the UF campus and existing transit hubs and transit supportive areas neighborhood (activity) centers, ~~and that employment and housing are adequately served by~~ with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.

### Policies

- 3.12.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near ~~important transit stops along arterials and collectors~~ existing transit hubs or transit-supportive areas.
- 3.12.2 The City shall strive to link its land use and transportation planning by ~~establishing neighborhood (activity) centers as “transit oriented developments.”~~ Ideally, transit hubs will evolve into having a sense of place and community using the Transportation Mobility Program.
- 3.12.3 ~~By 2005, the~~ The City shall continue to evaluate ~~the citywide~~ bus stops in city limits to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop.
- 3.12.4 The City shall continue to acquire additional buses to accommodate expanded services and increased ridership.
- 3.12.5 The City shall support expansion of the ~~Bus Card Pass membership~~ Employee Bus Pass Program to include Shands employees, and consider establishing a program that would provide one to more city residents.
- 3.12.6 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

### Objective 3.2

~~Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010.~~

#### Policies

- ~~3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.~~
- 3.2.27 The City shall continue to equip new RTS bus stops with easy-to-understand timetable and route information and an easily recognizable RTS logo.
- ~~3.2.3 The City shall strive to provide main bus service within  $\frac{1}{4}$  mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.~~
- ~~3.2.4 The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents.~~
- 3.2.58 The City bus transit service shall be enhanced to improve reliability and expand weekday evening and weekend service.
- ~~3.2.6 In recognition of the value to the community of the many strong, stable, residential neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate a presumption that the City shall support a change of designation of land use for any parcel. Any such action shall take into account the full range of appropriate factors such as overall compatibility of the proposal, surrounding land uses, environmental constraints, and others, in addition to the factor of the City's support of transit.~~

## ***BICYCLING***

### **GOAL 4**

**PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCIVE TO BICYCLING.**

#### **Objective 4.1**

**Strive to increase the number of bicycle trips within city limits.**

#### **Policies**

- 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the city.
- 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the

installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with FDOT design standards for road facilities.

- 4.1.3 The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets, consistent with FDOT standards.
- 4.1.4 ~~By 2003, computerized traffic signalization in the Traditional City shall be designed to strike a balance between the needs of the pedestrian, bus, bicycle, and car, with particular consideration given to locations with high pedestrian volumes, bicycle volumes, or both. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed. Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.~~
- 4.1.5 ~~By 2003, the~~ The City shall identify all arterials and collector segments which are not currently designed for in-street bicycle transportation, and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.
- 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.
- 4.1.7 ~~By 2003, when sufficient right of way is available and when not an "A" street, all n~~New construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards. Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street using "Complete Streets" and "Context Sensitive Street Design" principles.
- 4.1.8 ~~The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights-of-way. Maintenance shall include sweeping of bicycle lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.~~
- 4.1.9 ~~By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.~~
- 4.1.10~~8~~The City shall continue to equip each transit system bus to carry bicycles.
- 4.1.11~~9~~All new park-n-ride lots shall be designed to accommodate bicycle parking.

- 4.1.102 ~~By 2005, the~~ The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major transit stops and transfer points within city limits.
- 4.1.113 The City shall support continuation of provision of bicycle and pedestrian safety programs in Alachua County schools.
- 4.1.124 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this plan.

## Objective 4.2

### Improve bicycle-related security.

#### Policies

- 4.2.1 The City's bicycle parking design guidelines shall only allow bicycle racks which provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle rack.

## ***TRAIL NETWORK***

### GOAL 5

#### DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

#### Objective 5.1

~~Develop, by 2006, an average of at least one mile of trail designed for bicycles, pedestrians, and wheelchairs annually.~~ **Continue to develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.**

#### Policies

- 5.1.1 The City shall fill gaps in the Trail Network, as identified ~~as Future Off-Road Trails in~~ on the map labeled Off-Street Paved Trail Network in the Transportation Mobility Element map series Data and Analysis Report and the Bicycle Master Plan, by 2010.
- 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits ~~Waldo Rail Trail, the Gainesville Hawthorne Rail Trail, and the Archer Road corridor.~~

- 5.1.3 The City shall ~~amend the land development code~~ continue to require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
- 5.1.4 The City shall continue to evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations ~~by 2003~~. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
- 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a “rails-with-trails” program is established.
- 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle and pedestrian facilities.
- 5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities, and to keep options open for future inter-city passenger rail corridors.

***LIVABLE STREETS THAT PROMOTE SAFETY AND QUALITY OF LIFE***

**GOAL 6**

**CREATE AND ~~RETAIN~~ MAINTAIN STREETS THAT PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES: (1) FOR SLOW MOTOR VEHICLE SPEEDS, (2) FOR QUIET NEIGHBORHOODS, (3) FOR SAFETY FOR CHILDREN, PEOPLE WITH DISABILITIES, AND SENIORS ALONG RESIDENTIAL STREETS, (4) FOR A LIVABLE COMMUNITY FEATURING NEIGHBORHOOD PRIDE, A SENSE OF PLACE, AND A PLEASANT TREE CANOPY; AND (5) THAT SUPPORT A SIDEWALK SYSTEM SUPPORTIVE OF SOCIALIZING.**

**Objective 6.1**

**Revise street design standards using “Complete Streets” and “Context Sensitive Streets” design principles and ~~continue installing street that emphasize~~ design features ~~so that construction of new streets and repair of existing streets~~ that will create a safe, balanced, livable street system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**

**Policies**

- 6.1.1 ~~In the Traditional City, University Heights, and College Park~~ Citywide, the City shall use context-appropriate design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming,

prominent crosswalks, modest building setbacks, and signal timing to achieve more modest average car speeds (no more than 25-30 mph) in order to create a more livable street system rich in transportation choice. The design of streets shall promote land uses that are intended along streets in this portion of the city, such as healthy and walkable retail, residential, office, and civic uses.

- 6.1.2 Use traffic calming, where appropriate, to promote transportation choice and to reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
- 6.1.3 The City shall ~~make low speed urban street design specifications and geometries the normal, default practice for street construction, modification, and reconstruction, and shall encourage the same policy be adopted by FDOT and the County within city limits. Higher speed design shall only be used when specifically warranted~~ use the “City of Gainesville Engineering Design and Construction Manual” for street design and geometrics.
- 6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project, the City shall recommend that the State or the County make such enhancements.
- 6.1.5 The City shall work with the State and the County to design roadways that ~~protect the linear continuity of raised medians as a strategy to~~ promote safety, ~~to~~ provide pedestrian refuge, promote traffic calming, and provide space for landscaping, ~~and discourage strip-commercial development.~~
- 6.1.6 The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
- ~~6.1.7 The City should de-emphasize the hierarchical street system in terms of relying on a few large streets to carry the bulk of trips, and shall incrementally move toward a more balanced, connected system whereby trips are more dispersed throughout the entire street system. Additional connections should be added where needed and feasible to make our overall street system more functional, with respect for existing natural and man-made features.~~
- 6.1.78 The City shall continue to set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.

## ***SOV TRAVEL***

## GOAL 7

### STRIVE TO ~~MINIMIZE~~ **REDUCE** SINGLE-OCCUPANT VEHICLE TRIPS WITHIN THE GAINESVILLE METROPOLITAN AREA.

#### Objective 7.1

~~Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means other than single-occupant vehicle.~~ **Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles travelled.**

#### Policies

- 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes, except for I-75.
- 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.
- 7.1.3 The City shall ~~amend its~~ continue to periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- 7.1.5 The City shall use the Transportation ~~Concurrency Exception Area~~ Mobility Program as shown in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the city, and to promote transportation choices.
- ~~7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway System and LOS "D" for State two-way arterials. Development within the Gainesville Transportation Concurrency Exception Area (TCEA) shall be regulated as shown in the Concurrency Management Element.~~
- ~~7.1.7 The City shall adopt LOS "E" for non-state streets (including Non-state streets functioning as arterials) which are city-maintained facilities in the street network. Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~
- ~~7.1.8 The City shall adopt LOS "D" for non-state streets which are Alachua County-maintained facilities in the street network, as shown in the "Average Annual Daily Traffic Level of Service Report". Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~



- 7.1.69 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses, having separate driveways and parking, which are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.
- 7.1.74 The City shall coordinate the transportation network with the Future Land Uses shown on the Future Land Use Map Series in order to encourage compact development patterns and to provide safe and convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida ~~Intrastate Highway System~~ Strategic Intermodal System.
- ~~7.1.11 Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.~~
- 7.1.81 The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes or parking cash-out policies, for their employees.

## Objective 7.2

~~Reduce car dependency to obtain environmental, financial, and social benefits. Utilize the Transportation Mobility Program policies to improve the land use and transportation planning connection and as a means to reduce traffic congestion.~~

### Policies

- 7.2.1 Widening a street will not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, roundabouts, and strategies that promote bus use, bicycling, and walking.
- 7.2.2 The City will encourage the use of more sustainable forms of travel, more transportation choice, and a better retail environment to reduce the level of traffic congestion in order to improve the city's transportation level of service.
- ~~7.2.3 Decision makers will incorporate the impacts of induced traffic when evaluating results of travel modeling. The Transportation Mobility Program shall be used to promote multi-modal opportunities and better land use planning.~~

## ***ACCESSIBILITY FOR THE DISABLED***

### **GOAL 8**

#### **CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS**

## **FOR PEOPLE WITH DISABILITIES.**

### **Objective 8.1**

**Eliminate existing barriers for people with disabilities.**

#### **Policies**

- 8.1.1 Curb ramps, ~~and~~ raised crosswalks, and modifications to RTS bus stops and bus shelters shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.
- 8.1.2 The City shall continue to equip RTS buses to carry people with disabilities.
- 8.1.3 Car parking spaces for persons who have disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

## **GOAL 9**

**PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS, COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT MANNER.**

### **Objective 9.1**

**Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the ~~1987 Gainesville Airport Master Plan~~ most recently adopted Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.**

#### **Policies**

- 9.1.1 The City shall ~~monitor the ridership potential for~~ continue to provide main bus service to the Gainesville Regional Airport, ~~and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding area.~~
- 9.1.2 The City shall use the ~~1987 Gainesville Regional Airport Master Plan~~ most recently adopted Airport Master Plan as the future land use guide for development in and around the airport.
- 9.1.3 ~~The City shall ensure that airport improvements are in compliance with the City's Conservation, Open Space and Groundwater Recharge Element.~~

### **Objective 9.2**

**Continue to eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating the siting of new (or expansion of existing) airports, or related facilities with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.**

Policies

- 9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.
- 9.2.2 The City shall continue to work with Alachua County to ensure that incompatible land uses within the ~~65, 70 and 75 Ldn~~ adopted airport noise contours are eliminated.
- 9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land which is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.

**Objective 9.3**

**Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization.**

Policy

- 9.3.1 The City shall continue to ensure that future aviation projects and the Airport Industrial Park are integrated with the City's ~~traffic-circulation~~ transportation system and with other forms of transportation, such as transit and bicycling.

**Objective 9.4**

**Continue to coordinate airport growth with appropriate aviation or other related organizations.**

Policies

- 9.4.1 The City shall continue to work with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process and other appropriate agencies on all of its aviation projects.

**GOAL 10 ESTABLISH A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:**

- A. URBAN REDEVELOPMENT;**
- B. INFILL DEVELOPMENT;**
- C. A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
- D. THE CITY'S ECONOMIC VIABILITY;**
- E. DESIRABLE URBAN DESIGN AND FORM;**
- F. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
- G. STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND,**
- H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**

**Objective 10.1 The City establishes the Gainesville Transportation Mobility Program Area (TMPA) with sub-areas designated Zones A, B, C, D, E and M as shown in the Transportation Mobility Element Data and Analysis Report and on the City's Planning and Development Services Department web site GIS Map Library.**

Policies

- 10.1.1 All properties within city limits are included in the Gainesville Transportation Mobility Program Area (TMPA), except for annexed properties without City-designated land use. As annexed properties are designated with a City land use by either large-scale or small-scale land use amendments, they shall be placed in an appropriate TMPA Zone as mapped on the City's GIS map library on the Planning & Development Services Department web site. The properties shall be placed in the most physically proximate TMPA Zone.
- 10.1.2 All land uses and development located in the TMPA, except for annexed properties without City-designated land use, shall be required to meet the TMPA policies specified in this element.
- 10.1.3 In order to promote redevelopment and infill in the eastern portion of the city and the area near the University of Florida, Zone A is hereby established as a sub-area of the TMPA. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation modifications and needs in Zone A shall be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- 10.1.4 Within Zone A, development or redevelopment shall provide the following:

- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- b. Cross-access connections/easements or joint driveways, where available and economically feasible.
- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement (executed by the property owner and the City) for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding or conveyance of easements if agreeable to the City. The License term shall be for a minimum of 10 years.
- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code.
- e. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Transportation modifications which are required due to traffic safety and/ or operating conditions and which are unrelated to the Transportation Mobility Program requirements shall be provided by the developer.

10.1.5 Within Zones B, C, D, E or M new development or redevelopment shall provide all of the items listed in Policy 10.1.4 a. through e. and meet required policy criteria and requirements, as specified in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (as relevant to the Zone), to address transportation mobility needs within the TMPA. Transportation modifications which are required due to traffic safety and/ or operating conditions and which are unrelated to the Transportation Mobility Program requirements shall be provided by the developer, and any such items provided shall not count towards meeting required criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (whichever is relevant to the Zone).

10.1.6 Within Zone B, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone B, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost

estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least two criteria</u>
<u>100 to 400</u>	<u>At least three criteria</u>
<u>400 to 999</u>	<u>At least five criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least eight criteria</u>
<u>Greater than 5,000 trips</u>	<p><u>At least twelve criteria and meet a. or b. below:</u></p> <ul style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>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 or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ul>

### **Zone B Criteria**

- a. Intersection and/or signalization modifications to address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, and/or updates of elements of the Gainesville Traffic Signalization Master Plan. 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.
- g. Construction of public sidewalks where they do not currently exist. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- i. Deeding of land for the addition and construction of bicycle lanes, or construction of bicycle lanes to City specifications.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities, built to RTS needs and specifications.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- p. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.

- q. Enhancements to the City’s off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the off-street paved trail network; 4.) additional entry points to the off-street paved trail network; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate off-street trail surfacing.
- r. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- s. Construction of new road facilities which provide alternate routes to reduce congestion or create a better gridded network.
- t. Addition of lanes on existing road facilities (including, but not limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes), where acceptable to the City and/or MTPO, as relevant.
- u. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

10.1.7 Within Zone C, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone C, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least three criteria</u>
<u>100 to 400</u>	<u>At least 4.5 criteria</u>



<u>400 to 999</u>	<u>At least 7.5 criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least twelve criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least eighteen criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route 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 or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ol>

### Zone C Criteria

- 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 C that can be demonstrated to be a direct benefit to the transportation system in the Zone C area:

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 47<sup>th</sup> 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 criterion. 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 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.
  - f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas map) or deeding of land for the addition and construction of bicycle lanes or trails.
  - g. Payments to the Regional Transit System which either increase service frequency or add additional bus service, including Express Transit service and Bus Rapid Transit, where appropriate.
  - h. 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 TMPA criteria.
  - i. Use of joint driveways or cross-access connections to reduce curb cuts.
  - j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
  - k. Pedestrian-scale lighting in priority areas including:
    - 1. SW 35th Place;
    - 2. SW 37th/39th Blvd.;
    - 3. SW 23rd Terrace; and,
    - 4. Williston Road.
  - l. Business operations that can be proven to have limited or no peak hour roadway impact.

- m. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- n. Provision of matching funds for transit or other transportation mobility-related grants.
- o. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- p. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.
- q. Funding for the construction of a new or expanded bus maintenance facility.

10.1.8 The City establishes the following priority for projects in Zone C and shall work with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Funding for the construction of a new or expanded bus maintenance operations facility.

10.1.9 Within Zone D, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA Agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular transportation conditions and priorities in: Zone D, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>

<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>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></li> </ol>

### Zone D Criteria

- 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 D that can be demonstrated to be a direct benefit to the transportation system in the Zone D area:

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 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.

- c. Bus shelter lighting using solar technology to City specifications.
- d. Construction of bus turn-out facilities to City specifications.
- 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 (as shown on the Existing Transit Hubs & Transit Supportive Areas map) 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 Service 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 TMPA criteria.
- h. Funding for the construction of a new or expanded bus maintenance/operations main facility.
- i. Business operations that can be proven to have limited or no peak hour roadway impact.
- j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- k. Provision of matching funds for transit or other transportation mobility-related grants.
- l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- m. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.10 The City establishes the following priority for projects in Zone D and shall work with the MTPO to add these items to the MTPO list of priorities. The City shall pursue matching grants and other funding sources to complete these projects.

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

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

10.1.11 Within Zone E, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone E, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>
<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<p><u>At least 24 criteria and meet a. or b. below:</u></p> <ul style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS.</u></li> <li>b. <u>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></li> </ul>

### **Zone E Criteria**

- 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 that can be demonstrated to be a direct benefit to the transportation system in the Zone E area:

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 (as shown on the Existing Transit Hubs & Transit Supportive Areas map) 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 Service 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 TMPA criteria.

- h. Funding for the construction of a new or expanded bus maintenance/operations main facility.
- i. Business operations that can be proven to have limited or no peak hour roadway impact.
- j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- k. Provision of matching funds for transit or other transportation mobility-related grants.
- l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- m. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.12 The City establishes the following priority for projects in Zone E and shall work with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Widening of SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of a new or expanded bus maintenance/operations facility.

### **Zone M Criteria**

10.1.13 Within Zone M, development or redevelopment shall be required to meet transportation mobility criteria to fund mobility, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside the limits of Zone M (in adjacent areas) that can be demonstrated to be a direct benefit to the transportation system in the area of Zone M. The transportation mobility criteria that must be met shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities calculated as set forth in the City's Land Development Code. The transportation mobility criteria for development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either being located on an existing transit route with minimum fifteen minute frequencies in the



a.m. and p.m. peak hours for RTS or provision of funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provision of 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. The mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements. The developer shall sign an agreement with the City of Gainesville for meeting the required transportation mobility criteria. It shall be anticipated that the provision of all mobility needs in Zone M may span a 20 to 30 year time period. The following is a list of mobility needs/projects in Zone M that can be used to meet the required transportation mobility criteria:

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:

1. extension of Hull Road consistent with MTPO Option M;
2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and,
3. 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. Funding for articulated buses.
- c. Funding for the construction of a new or expanded bus maintenance/operations facility.
- d. Construction of transit superstops in Zone M built to City specifications.
- e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.

- f. Traffic management system equipment for transit vehicles operating on routes in Zone M.
- 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 TMPA criteria.
- h. Business operations that can be proven to have limited or no peak hour roadway impact.
- i. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.
- j. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- k. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.
- l. Funding for new buses and other capital expenses for routes serving Zone M.

10.1.14 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 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 needed 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 TMPA criteria in Zones B, C, D, or M.

10.1.15 Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as relevant to the zone.

10.1.16 Within Zones B, C, D, E, or M, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, transit-oriented development (TOD) or mixed-use development which includes a mix of

both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as relevant.

10.1.17 An existing DRI, approved and built prior to the adoption of the TMPA, may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.

- a. The DRI is wholly located within the TMPA.
- b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.
- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.

10.1.19 The City shall continue to collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

10.1.20 The City may require special traffic studies, including, but not limited to, information

about trip generation, trip distribution, trip credits, and/or signal warrants, within the TMPA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.

10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.

10.1.23 Developments approved prior to the adoption of the TMPA shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan approval, consistent with Policy 3.4.5 in the Future Land Use Element, unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies. Amendments to development plans made after the adoption of the TMPA shall be required to meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.

**Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, specially regulate developments with 30 or more acres and by adopting the Existing Transit Hubs & Transit-Supportive Areas map as part of the Transportation Mobility Map Series.**

#### Policies

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

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

- 10.2.2 The City shall ensure that new streets are designed for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul de sacs, where feasible.
- 10.2.3 The City shall require new residential developments, where feasible, to provide street or sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.
- 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.
- 10.2.5 In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply for properties that are located within ¼ mile of the property lines of an existing transit hub or in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. A 25% trip credit shall apply to any redevelopment project or project that expands or converts a building to a new use. A 40% trip credit shall apply to mixed use projects that include both a residential and non-residential component. The residential component shall require that a minimum of 10 percent of the floor area of commercial/office uses be in the form of residential dwelling units.
- 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the City shall designate the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Element map series) and provide additional redevelopment trip credits in this area. The City shall reduce the number of trips for which Policy 10.1.6 criteria must be met by 30% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 45%.
- 10.2.7 Within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following in order to facilitate a reduction in vehicle miles traveled and energy efficient land use patterns:
- a. A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units.
  - b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.

- c. 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.
- d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.
- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed uses requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. For infill parcels in Zones A, B or C that are surrounded by an area equal to the size of the development and that area is at least 75% developed with built uses that can provide a mix of residential and non-residential support needs and there are existing adequate and safe sidewalk connections to required non-residential or residential locations within ¼ mile of the development, there shall be an exemption to the mix of residential and non-residential uses required in a. above.

**Objective 10.3 The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TMPA.**

**Policies**

10.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TMPA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TMPA which are listed in the annual level of service report produced by the North Central Florida Regional Planning Council. Within Zones C and M, the build-to line may be modified on Archer Road, SW 34th Street, SW 20<sup>th</sup> Avenue or Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Special Area Plan for Central Corridors, City Land Development Code. These design standards requirements shall not override design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development.

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

**Objective 10.4 Automobile-oriented developments/uses including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations shall be regulated as follows within the TMPA.**

**Policies**

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

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

10.4.3 New development of surface parking lots as a principal use 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 approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features which maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and transit use in the area.

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

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

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;

- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

10.4.5 Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 foot distance requirement shall not apply if any of the following criteria are met:
  - 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
  - 2. Cross access is provided with an adjoining property.



3. A public or private road intervenes between the two sites.
  4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. Criteria that must be met for any of the Zones shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

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

10.4.7 New development of 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.

10.4.8 On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed use centers, or mixed use buildings, as defined in this element. Drive-through facilities on this road

segment shall meet the requirements of Policies 1.4.6 and 1.4.7.

10.4.9 Within the TMPA, 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:
    - 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:
    - 1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;
    - 2. 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;
    - 3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;
    - 4. Off-street parking shall be located to the side or rear of the building;
    - 5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, 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 conditions shown in 3 a-f above.

10.4.10 Within the TMPA, development plans for the placement of new parking garages as a principal or accessory use shall address:

- a. minimizing conflict with pedestrian and bicycle travel routes;
- b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
- c. being located and designed to discourage vehicle access through residential streets;
- d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

**Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment which supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.**

### **Policies**

10.5.1 The November 1998 Gateway Corridor Design Concept Plan shall be used as the basis for all landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.

10.5.5 New development within Zones B, C, D, E or M shall be required to plant minimum 65-gallon-sized trees, 18 feet tall and 3.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. Within Zones C, D, E, and M the 65-gallon tree landscaping requirement shall apply to all public or private streets. If 65-gallon or equivalent trees

are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zones B, C, D, E and M shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TMPA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.

**Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.**

**Policies**

10.6.1 Within the TMPA, parking in excess of the minimum required by the Land Development Code shall not be allowed.

10.6.2 Within the TMPA, developments may apply for a parking reduction based on criteria in the Land Development Code.

**Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.**

**Policies**

10.7.1 In cooperation with the MTPO, the City shall encourage that all designs for new roadways and redesigns of existing roadways include consideration of features to improve multi-modal transportation, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right-of-ways, and traffic calming mechanisms.

10.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or

“Physically Constrained” facilities where alternatives to road widening are the primary strategy for roadway congestion.

**Objective 10.8 The City shall coordinate on an ongoing basis with Alachua County concerning the TMPA.**

**Policies**

10.8.1 For developments generating more than 100 net, new average daily trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TMPA that generate more than 1,000 net, new average daily trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any criteria proposed/required to be met under Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11 and 10.1.13. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing. The City shall require large developments that trip the State DRI threshold to address their regional impacts on facilities.

10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of approved development within the TMPA on County-maintained roads and share the information with Alachua County.

**Objective 10.9 The City shall coordinate on an ongoing basis with the Florida Department of Transportation (FDOT) concerning the TMPA.**

**Policy**

10.9.1 For all developments accessing State roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on State roads.

## Transportation Mobility Element Map Series

- ~~Functional Classification of Streets~~
- Major Thoroughfares and Transportation Routes
- ~~Limited and Controlled Access Facilities~~
- ~~Major Parking Facilities~~
- ~~Parking Garages~~
- Transit Routes (Walking Service Area)
- ~~Transit Routes (Bicycle Service Area)~~
- ~~Existing & Potential Transit Hubs, Terminals, Transfer Stations & Transit Supportive Areas~~
- ~~Transportation Concurrency Exception Area~~
- Gainesville Off-street Paved Trail Network
- In-street Bicycle Facility Types
- Rail & Airport Facilities
- ~~Airport Clear Zones and Obstructions~~
- ~~Maintenance Responsibility~~
- ~~Number of Lanes~~
- NW 13<sup>th</sup> Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors
- ~~Existing Street LOS, 6/00~~
- ~~Natural Disaster Emergency Evacuation Routes~~