



Planning & Development Services

Expansion of the City's TCEA

**Presentation to the MTPO
November 9, 2009**

Senate Bill 360 (SB 360)

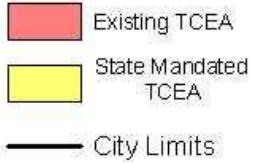
- Signed into law on June 1, 2009 by the Governor
- Amends several provisions of the State Growth Management law
- Defines Dense Urban Land Areas (DULAs)

DULA status

- City was certified as a DULA on July 8, 2009
- Creates a citywide Transportation Concurrency Exception Area (TCEA)
- Exempts large developments from DRI review process

MAP 1

Existing and State
Mandated TCEA
Areas



State Mandated Call-Outs
Parcel Numbers:

06054-001-000
06111-001-000
06111-003-001

NOTE: Existing TCEA is the TCEA area adopted in the Comprehensive Plan prior to the City's designation as a Dense Urban Land Area (DULA).



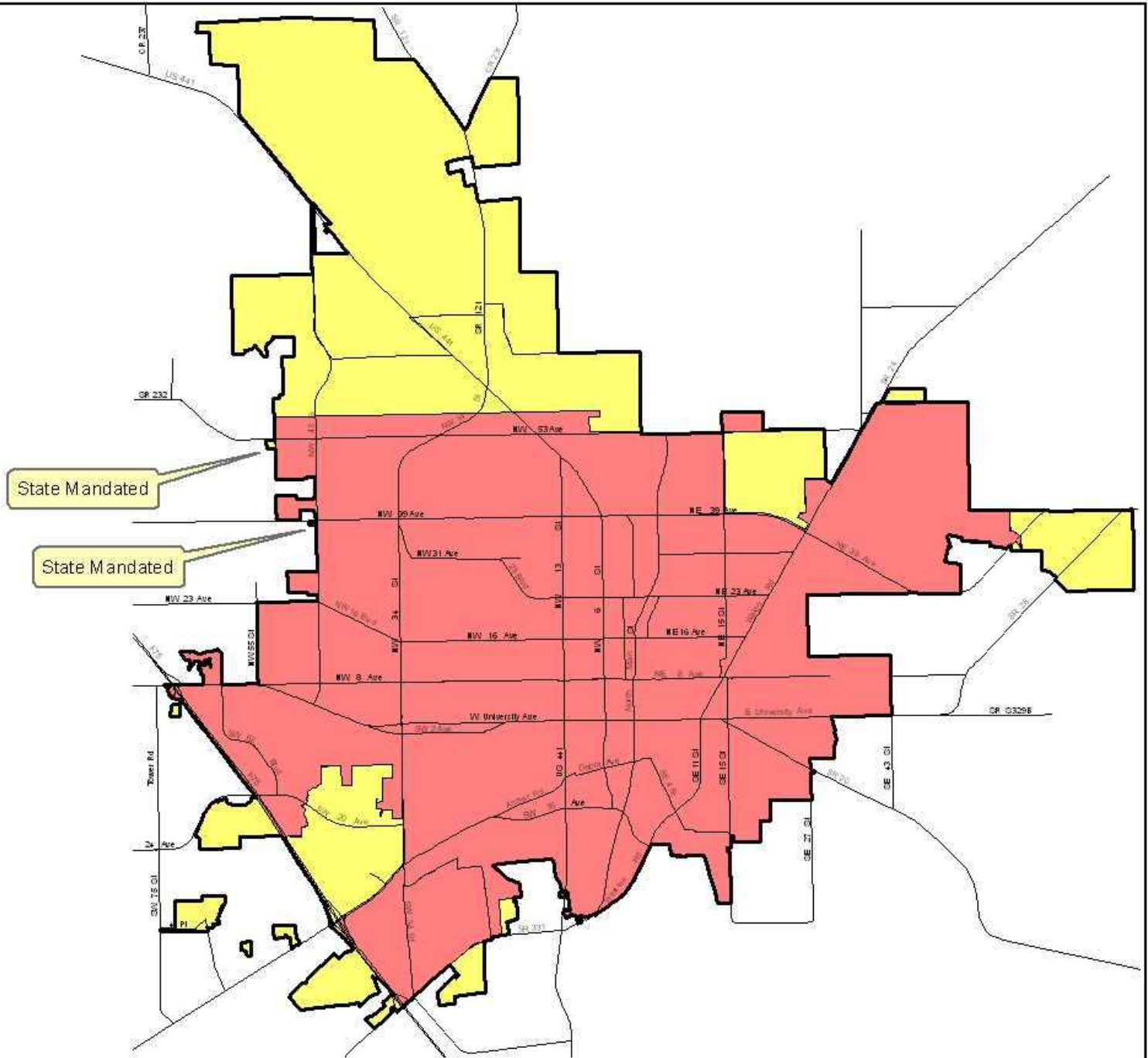
A horizontal number line is shown with a starting point labeled '0' on the left and an ending point labeled '8,000' on the right. There are major tick marks at intervals of 1,000, labeled 0, 1,000, 2,000, 3,000, 4,000, 5,000, 6,000, 7,000, and 8,000. The word 'Feet' is written below the line between the 2,000 and 4,000 marks.

City of Gainesville
Planning Dept. - GIS Section



This map is for informational purposes only. Do not rely on this map for accuracy of dimensions, size or location. The City of Gainesville does not assume responsibility to update its information or for any error or omission on its map. For speed of information, you are directed to contact the City of Gainesville, Florida.

File: Existing and State_070709




TCEA
Transportation Concurrency
Exception Area

Proposed Updates

EXISTING TCEA

 Zone A

 Zone B

 Zone C

PROPOSED CHANGES

 To Zone A To Zone B To Zone C

 Zone D

Zone E

Zone M

— City Limits

Zone B Call-Outs
Parcel Numbers:

06054-001-000

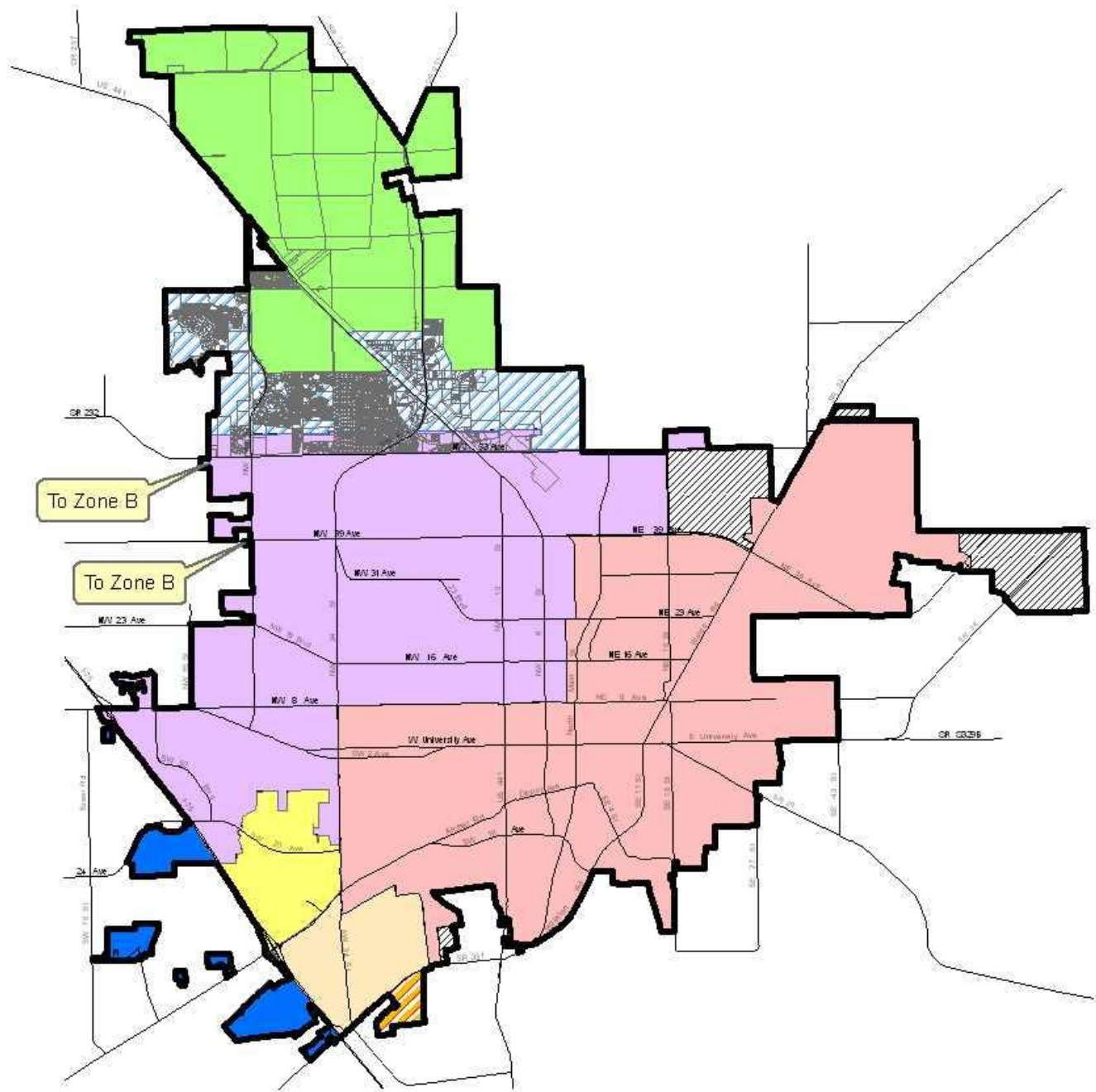
06111-001-000



City of Gainesville
Planning Dept.
GIS Section

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every port starts with passion
FLORIDA

Because of the structural heterogeneity, the Ca^{2+} on the surface may be partially substituted with a variety of other cations. The Ca^{2+} substituted species are responsible for the catalytic activity of the enzyme adsorbed on the surface of the crystalline polymer.



Changes to Elements

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

Existing & State-mandated TCEA

- The Existing TCEA as currently adopted in the Comprehensive Plan remains in effect with its regulations.
- New regulations needed for the State-mandated TCEA. Sent to DCA as Comp Plan amendments.
- DCA issued ORC Report 10/29/09 (will be adopted 12/3/09)

Intent & Philosophy

- TCEA philosophy, intent, & procedures consistent with the previous TCEA:
- Incentives for redevelopment are a vital component
- Incentives for development in East Gainesville and near the University (Zone A standards)
- Tiered approach where greater number of standards must be met in distant areas

Intent & Philosophy

- Design and streetscaping are important components
- Alternative modes of transportation (aside from road widening) benefit the overall transportation system and provide transportation choice
- Auto-oriented uses in a TCEA should be specially regulated
- Congestion is to be expected in an urban area

State-mandated TCEA

- Some of the State-mandated TCEA was allocated to existing Zones A, B, or C
- New TCEA Zones appropriate for the geographic and transportation needs of the area
- TCEA Zones D, E, and M

New TCEA Zones

- Zone D is the area west of I-75 in city limits
- Zone E is the northern area of the city with large tracts of vacant land including Plum Creek/Landmar; Weiss property; and Deerhaven
- Zone M is a multi-modal zone

Standards in the new zones

- Requirements to meet more standards in Zones D & E due to distance from the city core and difficulties with providing transportation solutions.
- Zone M is designated a Multi-modal zone due to the higher densities and intensities expected from the Butler Plaza and Urban Village and the projected transit plans in the area. Standards relate to multi-modal solutions.

Zone D Standards

Standards are 2 times what is required in Zone B

Priorities are:

- A. Payments for the extension of SW 40th Blvd. (relief for I-75; Archer Rd./SW 34th Street intersection; and SW 34th Street)
- B. Payments for construction of a new or expanded bus maintenance facility

Zone E Standards

Standards are 2 times what is required in Zone B

Priorities are:

- A. Widening of SR 121 to 4 lanes from US 441 to CR 231
- B. Payments for construction of a new or expanded bus maintenance facility

Zone M Standards

Standards are based on a proportionate share methodology

Projects include:

- A. Extensions of existing roads
- B. New buses and articulated buses
- C. Transit superstops
- D. Park and Ride facilities

Requirements for developments with more than 5,000 ADT

- A. Be on an existing transit route with minimum 15 minute frequencies
- or
- B. Provide funding (capital & operating) for a new or expanded transit route with minimum 15 minute frequencies

Major Changes continued

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

Major Changes continued

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

See CME Policy 1.2.7

Major Changes continued

- Increased redevelopment trip credits as an incentive for redevelopment

See CME Policies 1.2.5 & 1.2.6

Major Changes continued

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

See old CME Policy 1.1.18

Major Changes continued

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

See FLUE Policy 3.4.4

Major Changes continued

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

See old TME Policy 7.1.13

Major Changes continued

- Added a policy about bus rapid transit

See TME Policy 3.1.6 & CME 1.2.8

Major Changes continued

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

UF Context Area

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

Questions

Questions for staff