

ATTACHMENT 1 TO ORDINANCE NO. 0-09-34

CONCURRENCY MANAGEMENT ELEMENT

GOAL 1

**ESTABLISH A TRANSPORTATION CONCURRENCY EXCEPTION AREA,
WHICH 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 1.1

**The City establishes the Gainesville Transportation Concurrency Exception Area
(TCEA) with sub-areas designated Zone A , B, and C, D, E, and M as shown in Map**

**~~1. The TCEA is further described in the Legal Description shown in Exhibits A, B,
C and D.~~**

Policies

1.1.1 All land uses and development located within the Gainesville Transportation
Concurrency Exception Area (TCEA), except for Developments of Regional
Impact (DRI) proceeding under the state development-of-regional-impact-review
process and annexed properties without City-designated land use, shall be
excepted from transportation concurrency for roadway level of service standards.
~~An existing Development of Regional Impact may qualify for a roadway level of
service transportation concurrency exception for redevelopment or additions to
the DRI providing all the requirements in Policy 1.1.11 are met. Developments
outside of the TCEA that impact roadways within the TCEA shall be required to
meet transportation concurrency standards adopted in the regulating local
government comprehensive plan.~~

1.1.2 Transportation concurrency exceptions granted within the TCEA shall not
relieve development from meeting the policy requirements set within this

1 element to address transportation needs within the TCEA, except as delineated
2 within this element.

3
4 1.1.3 In order to promote redevelopment and infill in the eastern portion of the city and
5 the area near the University of Florida, Zone A is hereby established as a sub-
6 area of the TCEA. Except as shown in Policy 1.1.4 and Policy 1.1.14 , funding
7 for multi-modal transportation modifications and needs in Zone A shall be
8 provided, to the maximum extent feasible, by the City, Community
9 Redevelopment Agency, federal or state governments, and other outside sources
10 such as grant funds. Transportation modifications, which are required due to
11 traffic safety and/or operating conditions and are unrelated to transportation
12 concurrency shall be provided by the developer.

13
14 1.1.4 Within Zone A, development or redevelopment shall provide the following:

- 15
16 a. Sidewalk connections from the development to existing and planned public
17 sidewalk along the development frontage.
18
19 b. Cross-access connections/easements or joint driveways, where available and
20 economically feasible.
21
22 c. Deeding of land or conveyance of required easements along the property
23 frontage to the City, as needed, for the construction of public sidewalks, bus
24 turn-out facilities and/or bus shelters. Such deeding or conveyance of
25 required easements, or a portion of same, shall not be required if it would
26 render the property unusable for development. A Transit Facility License
27 Agreement (executed by the property owner and the City) for the placement
28 of a bus shelter and related facilities on private property may be used in lieu
29 of deeding or conveyance of easements if agreeable to the City. The License
30 term shall be for a minimum of 10 years.
31
32 d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing
33 of overly wide curb cuts at the development site, as defined in the Access
34 Management portion of the Land Development Code.
35
36 e. Provide safe and convenient on-site pedestrian circulation such as sidewalks
37 and crosswalks connecting buildings and parking areas at the development
38 site.
39

40 Transportation modifications which are required due to traffic safety and/or
41 operating conditions and which are unrelated to transportation concurrency shall
42 be provided by the developer.

43
44 1.1.5 Within Zones B, or C, D, E, or M new development or redevelopment shall
45 provide all of the items listed in Policy 1.1.4 a. through e. and meet required
46 policy standards and requirements, as specified in Policy 1.1.6, or 1.1.7, 1.1.9,

1.1.11, 1.1.13, and 1.1.14 (as relevant to the Zone), to address transportation needs within the TCEA. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer and any such items provided shall not count towards meeting required standards in Policy 1.1.6, ~~or~~ 1.1.7, 1.1.9, 1.1.11, 1.1.13, and 1.1.14 (whichever is relevant to the Zone).

1.1.6 Within Zone B, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs ~~roadway facilities~~. The developer may sign a development agreement or contract with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards off-site with the City's approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least one standard
50 to less than 100	At least two standards
100 to 400	At least three standards
400 to 999	At least five standards
Greater than 1,000 trips but less than 5,000 trips	At least eight standards
Greater than 5,000 trips	At least twelve standards and meet a. or b. below: a. Be on an existing transit route <u>with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> b. Provide funding for a new transit route <u>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</u>

	<u>route expansions or enhancements shall include capital and operating costs for a minimum of three years.</u>
--	---

Zone B Standards

- a. Intersection and/or signalization modifications to improve level of service and safety and 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.
- b. ~~Addition of dedicated turn lanes into and out of the development.~~ 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 are not currently existing. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.
- 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.

- 1 j. Provision of ride sharing or van pooling programs.
- 2
- 3 k. Use of joint driveways or cross-access to reduce curb cuts.
- 4
- 5 l. Provision of park and ride facilities, built to RTS needs and specifications.
- 6
- 7 m. Funding of streetscaping/landscaping (including pedestrian-scale lighting,
- 8 where relevant) on public rights-of-way or medians, as coordinated with the
- 9 implementation of the City's streetscaping plans.
- 10
- 11 n. Business operations that can be proved to have limited or no peak hour
- 12 roadway impact.
- 13
- 14 o. Provision of shading through awnings or canopies over public sidewalk
- 15 areas to promote pedestrian traffic and provide protection from the weather
- 16 so that walking is encouraged. The awning or canopy shall provide
- 17 pedestrian shading for a significant length of the public sidewalk in front of
- 18 the proposed or existing building.
- 19
- 20 p. Provision of additional bicycle parking over the minimum required by the
- 21 Land Development Code. Additional bicycle parking may be used to
- 22 substitute for the required motorized vehicle parking.
- 23
- 24 q. In order to increase the attractiveness of the streetscape and reduce visual
- 25 clutter along roadways, which promotes a more walkable environment,
- 26 provision of no ground-mounted signage at the site for parcels with 100
- 27 linear feet or less of property frontage. Or, removal of non-conforming
- 28 signage or billboards at the site. Signage must meet all other regulations in
- 29 the Land Development Code.
- 30
- 31 r. Enhancements to the City's greenway system (as shown in the
- 32 Transportation Mobility Map Series) which increase its utility as a multi-
- 33 modal transportation route. Such enhancements may include, but not be
- 34 limited to: 1.) trail amenities such as benches, directional signage, or safety
- 35 systems; 2.) bicycle parking at entry points or connecting with transit lines;
- 36 3.) land acquisition for expansion or better connectivity of the greenway
- 37 system; 4.) additional entry points to the greenway system; 5.) bridges
- 38 spanning creeks or wetland areas; and/or, 6.) appropriate trail surfacing.
- 39
- 40 s. Participation in a transportation demand management program that provides
- 41 funding or incentives for transportation modes other than single occupant
- 42 vehicle. Such demand management programs shall provide annual reports
- 43 of operations to the City indicating successes in reducing single occupant
- 44 vehicle trips.
- 45

- t. Clustering of and design of the development for maximum density, or maximum FAR, at the site which preserves open space, reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.
- u. Construction of new road facilities which provide alternate routes to reduce congestion.
- v. 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.
- w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

1.1.7 Within Zone C, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on ~~roadway facilities~~ transportation mobility needs. The developer may sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone C or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least one standard
50 to less than 100	At least three standards
100 to 400	At least 4.5 standards
400 to 999	At least 7.5 standards
Greater than 1,000 trips but less than 5,000 trips	At least twelve standards
Greater than 5,000 trips	At least eighteen standards and meet a. or b. below: a. Be on an existing transit route <u>with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> b. <u>Provide funding for a new transit route or provide funding to improve transit headways to minimum fifteen minute</u>

	<u>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>
--	--

Zone C Standards

- 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 the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:

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 47th 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 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. Intersection and/or signalization modifications to improve level of service and safety and 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 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 TCEA standards. The priority for sidewalk construction shall be:
 1. along SW 35th Place east from SW 34th Street to SW 23rd Street;
 2. along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road to SW 34th Street;
 3. along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit connectivity; and,
 4. along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the University Towne Centre sidewalk system (at the property line).
- 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-related modification or standard 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.

1.1.8 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. For developments east of SW 34th Street in Zone C the priority shall be:

- a. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
- b. A roundabout at SW 23rd Terrace and SW 35th Place.
- c. Funding for the construction of a new or expanded bus maintenance/operations facility.

For developments west of SW 34th Street in Zone C the priority shall be:

- 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.

1.1.9 Within Zone D, development or redevelopment shall be required to meet the following development standards, 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 an agreement with the City of Gainesville for the provision of these standards. The choice of standards

shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone D or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

<u>Net, new average daily trip generation</u>	<u>Number of standards which must be met</u>
<u>Less than 50</u>	<u>At least 1.5 standards</u>
<u>50 to less than 100</u>	<u>At least four standards</u>
<u>100 to 400</u>	<u>At least six standards</u>
<u>400 to 999</u>	<u>At least ten standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen standards</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 standards and meet a. or b. below:</u> <u>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> <u>b. 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>

Zone D Standards

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

1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;

1 2. extension of streets, deeding of land, or easements to create
2 a more gridded network and provide connectivity
3
4

5 Developers may deed land for right of way and/or construct roadway
6 extensions to City specifications. Prior to the donation of the right of way,
7 the developer and the City must agree upon the fair market value of the
8 land for the purposes of meeting this standard. In the event the parties
9 cannot agree as to the value of the land, the developer may submit an
10 appraisal acceptable to the City for purposes of establishing value, subject
11 to review by the City.
12

13 b. Construction of bus shelters built to City specifications.
14

15 c Bus shelter lighting using solar technology to City specifications.
16

17 d. Construction of bus turn-out facilities to City specifications.
18

19 e. Construction of bicycle and/or pedestrian facilities/trails to City
20 specifications. This may include provision of bicycle parking at bus
21 shelters or transit hubs or deeding of land for the addition and construction
22 of bicycle lanes or trails.
23

24 f. Payments to the Regional Transit System, which either increase
25 service frequency or add additional bus service, including Express Transit
26 and Bus Rapid Transit, where appropriate.
27

28 g. Construction of public sidewalks where they are not currently
29 existing or completion of sidewalk connectivity projects. Sidewalk
30 construction required to meet Land Development Code requirements along
31 property frontages shall not count as meeting TCEA standards.
32

33 h. Funding for the construction of a new or expanded bus
34 maintenance/operations main facility.
35

36 i. Business operations that can be proven to have limited or no peak
37 hour roadway impact.
38

39 j. Design and/or construction studies/plans for projects such as
40 planned roundabouts, road connections, sidewalk systems, and/or bike
41 trails.
42

43 k. Provision of matching funds for transit or other transportation
44 mobility-related grants.
45

1 l. Construction of Park and Ride facilities built to RTS standards and
2 requirements for the area.

3
4 m. An innovative transportation-related modification or standard
5 submitted by the developer, where acceptable to and approved by the City.

6
7 1.1.10 The City establishes the following priority for projects in Zone D and shall work
8 with the MTPO to add these items to the MTPO list of priorities. The City shall
9 pursue matching grants and other funding sources to complete these projects.

10
11 a. Construction of a southerly extension of SW 40th Boulevard from
12 its current end south of its intersection with Archer Road to the
13 intersection of SW 47th Avenue. This roadway connection shall include
14 bicycle and pedestrian facilities.

15
16 b. Funding for the construction of a new or expanded bus
17 maintenance/operations facility.

18
19
20 1.1.11 Within Zone E, development or redevelopment shall be required to meet the
21 following development standards, provided at developer expense, based on the
22 development's (including all phases) trip generation and proportional impact on
23 transportation mobility needs. The developer shall sign an agreement with the
24 City of Gainesville for the provision of these standards. The choice of standards
25 shall be subject to the final approval of the City during the plan approval process.
26 The standards chosen shall relate to the particular transportation conditions and
27 priorities in Zone E or adjacent areas. In recognition of the varying costs
28 associated with the standards, the City shall have the discretion to count some
29 individual standards, based on cost estimates provided by the developer and
30 verified by the City, as meeting two or more standards.

31

<u>Net, new average daily trip generation</u>	<u>Number of standards which must be met</u>
<u>Less than 50</u>	<u>At least 1.5 standards</u>
<u>50 to less than 100</u>	<u>At least four standards</u>
<u>100 to 400</u>	<u>At least six standards</u>
<u>400 to 999</u>	<u>At least ten standards</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen standards</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 standards and meet a. or b. below:</u> <u>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u> <u>b. Provide funding for a new transit route</u>

	<u>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>
--	--

Zone E Standards

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 or the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:

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

1 shelters or transit hubs or deeding of land for the addition and construction
2 of bicycle lanes or trails.

3
4 f. Payments to the Regional Transit System, which either increase
5 service frequency or add additional bus service, including Express Transit
6 and Bus Rapid Transit, where appropriate.

7
8 g. Construction of public sidewalks where they are not currently
9 existing or completion of sidewalk connectivity projects. Sidewalk
10 construction required to meet Land Development Code requirements along
11 property frontages shall not count as meeting TCEA standards.

12
13 h. Funding for the construction of a new or expanded bus
14 maintenance/operations main facility.

15
16 i. Business operations that can be proven to have limited or no peak hour
17 roadway impact.

18
19 j. Design and/or construction studies/plans for projects such as planned
20 roundabouts, road connections, sidewalk systems, and/or bike trails.

21
22 k. Provision of matching funds for transit or other transportation mobility-
23 related grants.

24
25 l. Construction of Park and Ride facilities built to RTS standards and
26 requirements for the area.

27
28 m. An innovative transportation-related modification or standard submitted
29 by the developer, where acceptable to and approved by the City.

30
31 1.1.12 The City establishes the following priority for projects in Zone E and shall work with the
32 Metropolitan Transportation Planning Organization (MTPO) to add these items to the
33 MTPO list of priorities. The City shall also pursue matching grants and other funding
34 sources to complete these projects.

35
36 a. Widening of SR 121 to 4 lanes north of US 441 to CR 231.

37
38 b. Funding for the construction of a new or expanded bus maintenance/operations
39 facility.

40
41 1.1.13 Within Zone M, development or redevelopment shall be required to meet standards by
42 making a proportionate share payment of the planned costs to fund mobility, including transit,
43 pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside the limits
44 of Zone M (in adjacent areas) that can be demonstrated to be a direct benefit to the transportation
45 system in the area of Zone M. The proportionate share shall be based on the development's
46 (including all phases) trip generation and proportional impact on transportation mobility facilities

1 calculated as set forth in Sec. 30-37.3(d), *Determining proportionate fair-share obligation*,
2 subsections (1), (2) and (3), of the City Land Development Code. In addition to making the
3 proportionate share payment, development or redevelopment that has a net, new average daily
4 trip generation of greater than 5,000 trips shall either be located on an existing transit route with
5 minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or shall provide
6 funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m.
7 peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute
8 frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include
9 capital and operating costs for a minimum of 5 years. Funding for existing route expansions
10 shall include capital and operating costs for three years. The mobility needs in Zone M shall be
11 identified in the City's 5-Year Schedule of Capital Improvements. The developer shall sign an
12 agreement with the City of Gainesville for the provision of mobility needs. It shall be
13 anticipated that the provision of all mobility needs in Zone M may span a 20 to 30 year time
14 period. The following is a list of mobility needs/projects in Zone M:

15
16 a. Roadway projects to: provide a more interconnected transportation
17 network in the area, provide alternate routes to reduce congestion, and
18 reduce pressure on arterials. All roadway projects shall include bicycle
19 and pedestrian facilities. These projects include, but are not limited to the
20 following projects:

21
22 1. extension of Hull Road consistent with MTPO Option M;

23
24 2. extension of SW 62nd Boulevard to SW Archer Road in
25 accordance with the MTPO design; and,

26
27 3. extension of streets, deeding of land, or easements to create
28 a more gridded network and provide connectivity;

29
30 Developers may deed land for right of way and/or construct roadway
31 extensions to City specifications. Prior to the donation of the right of way,
32 the developer and the City must agree upon the fair market value of the
33 land for the purposes of meeting this standard. In the event the parties
34 cannot agree as to the value of the land, the developer may submit an
35 appraisal acceptable to the City for purposes of establishing value, subject
36 to review by the City.

37
38 b. 8 articulated buses.

39
40 c. Funding for the construction of a new or expanded bus
41 maintenance/operations facility.

42
43 d. Construction of 4 transit superstops on SW 20th Avenue built to
44 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 in Zone M.
- g. Payments to the Regional Transit System for the capital and operating costs associated with Route 62, which includes 2 new buses.
- 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 TCEA requirements.
- 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. Funding for express transit or bus rapid transit, where appropriate.
- l. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.
- m. Funding for two buses for Route 22.

1.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development outside of Zone M shall fund the capital transit costs associated with transit service needs for the city portion of the Context Area. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution toward the additional transit service enhancements 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 TCEA standards in Zones B, C, or D. Within Zone M, the proportionate share calculation for standards shall include the additional costs associated with meeting the Context Area transit funding requirements in this policy.

1
2 1.1.915 Redevelopment or expansions of existing developments, which generate fewer
3 than ten net, new average daily trips or two net, new p.m. peak hour trips (based
4 on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5,
5 1.1.6, ~~or 1.1.7, 1.1.9, 1.1.11, 1.1.13, or 1.1.14~~, as relevant to the zone.

6
7 1.1.416 Within Zone B, ~~or C, D, E, or M~~, in order to encourage redevelopment and
8 desirable urban design and form, developments meeting standards such as neo-
9 traditional, new urbanist, transit-oriented development (TOD) or mixed-use
10 development which includes a mix of both residential and non-residential uses at
11 transit oriented densities shall be provided credits, in relation to the multi-modal
12 amenities provided, toward meeting the standards in Policy 1.1.6, ~~or 1.1.7, 1.1.9,~~
13 1.1.11, and 1.1.13, as relevant.

14
15 1.1.417 An existing DRI, approved and built prior to the adoption of the TCEA, may be
16 granted a roadway level of service transportation concurrency exception for
17 redevelopment or expansion if all of the following requirements are met. All
18 other Chapter 380, F.S., DRI requirements, except those concerning
19 transportation concurrency within the TCEA, shall continue to apply.

- 20
21 a. The DRI is wholly located within the TCEA.
22
23 b. At least one public transit route serves the DRI and operates at 15 minute
24 frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.
25
26 c. The DRI allows transit service to enter the site and drop off/pick up
27 passengers as close as possible to main entry points to facilitate transit user
28 comfort and safety. An appropriate number of bus shelters, as determined by
29 the Regional Transit Service (RTS) during development review, shall be
30 located at the site. The DRI shall construct required shelters to RTS
31 specifications.
32
33 d. The DRI provides a Park and Ride facility at the site, built to RTS
34 specifications and needs.
35
36 e. Cross-access connections or easements shall be provided to adjacent
37 developments/sites.
38
39 f. Any other transportation modifications (either on- or off-site), including, but
40 not limited to, signalization, turn lanes, cross walks, bicycle parking, public
41 sidewalks and internal sidewalk connections, and/or traffic calming
42 measures, found to be required during development review shall be provided
43 or paid for by the DRI. The City may require a traffic study to determine the
44 transportation impacts and required transportation modifications depending
45 upon the size of the expansion.
46

1 1.1.42~~18~~ In order to promote highly desirable development within the TCEA, the City or
2 Community Redevelopment Agency may enter into agreements with developers
3 to provide all or part of the transportation needs that are required by policies
4 within this element.
5

6 1.1.43~~19~~ In order to maintain the concurrency management system, the City shall
7 continue to collect trip generation information for developments within the
8 TCEA. For redevelopment sites, the City shall also collect information about trip
9 credits for the previous use of the property.
10

11 1.1.44~~20~~ The City may require special traffic studies, including, but not limited to,
12 information about trip generation, trip distribution, trip credits, and/or signal
13 warrants, within the TCEA to determine the need for transportation
14 modifications for improved traffic operation and/or safety on impacted road
15 segments.
16

17 1.1.45~~21~~ The next evaluation of the TCEA shall be in conjunction with the City's
18 Evaluation and Appraisal Report as required for the City of Gainesville 2010-
19 2020 Comprehensive Plan.
20

21 1.1.46~~22~~ The City shall amend the Concurrency Management section and any other
22 relevant sections of the Land Development Code to reflect the adoption of the
23 Transportation Concurrency Exception Area.
24

25 1.1.47~~23~~ Developments approved prior to the adoption of the TCEA shall be required to
26 provide any transportation improvements, modifications or mitigation required
27 as part of the development plan approval unless an amendment is made to the
28 development plan and the previously approved improvements, modifications, or
29 mitigation are inconsistent with current design standards or other adopted
30 policies. Amendments to development plans made after the adoption of the
31 TCEA shall be required to meet TCEA policies.
32

33 ~~1.1.18 As properties are annexed into city limits, the City shall not seek expansion of~~
34 ~~the TCEA west of the I-75 corridor. Alternative solutions to transportation~~
35 ~~concurrency problems shall be examined for areas west of I-75.~~
36

37 1.1.24 The following policies concerning the TCEA shall apply to property annexed into
38 city limits:
39

- 40 a. Properties that involve a large-scale land use amendment shall be placed
41 in a TCEA zone as part of the large-scale amendment process for the
42 property. This shall be done by simultaneous amendments to the
43 appropriate TCEA maps in the Comprehensive Plan. The City shall
44 provide sufficient Data and Analysis information with the associated
45 Comprehensive Plan amendments to ensure that the City's status as a
46 dense urban land area (DULA) is maintained after annexation.

- b. Properties that involve a small-scale land use amendment shall be placed in a TCEA zone during the next large-scale amendment cycle. During the interim period after obtaining City land use but prior to placement in a TCEA zone, development on property east of I-75 shall provide for and fund mobility needs by meeting the standards and requirements, as set forth in the Comprehensive Plan, of the most physically proximate TCEA zone. Development on property west of I-75 shall meet the standards and requirements, as set forth in the Comprehensive Plan, for Zone D. The City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as a dense urban land area (DULA) is maintained after annexation.

Objective 1.2

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 and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Policies

1.2.1 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.

1.2.2 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.

1.2.3 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.

1.2.4 The City shall adopt the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas. As part of the updates to the Future Land Use Element and Transportation Mobility Element, the City shall develop policies that support and promote land use patterns for transit hubs, especially as related to activity centers.

1.2.5 In order to encourage the redevelopment of ~~chronically vacant buildings~~ properties within the TCEA, 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 or potential transit hub (as shown in the Existing & Potential Transit Hubs map adopted in the Transportation Mobility Element) ~~and to reduce or prevent blight, the City shall reduce the number of trips for which Policy 1.1.6 or 1.1.7 standards (as relevant) must be met in these areas by 15 percent for redevelopment or expansion/conversion projects 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.~~

1.2.6 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 Concurrency Redevelopment Credit Area (as shown in the Concurrency Management Element (CME) map series) and provide additional trip credits in this area. The City shall reduce the number of trips for which Policy 1.1.6 standards must be met by ~~20%~~ 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 reductions shall be ~~30%~~ 45%.

1.2.7 Within the TCEA, 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.

1.2.8 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 1.3

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

Policies

1.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TCEA. 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 TCEA which are listed in the

annual level of service report produced by the North Central Florida Regional Planning Council. Within Zone C, the build-to line may be modified on Archer Road, SW 34th Street, and 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.

- 1.3.2 New development of automotive-oriented uses located within the TCEA, 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 TCEA policies.

Objective 1.4

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 TCEA.

Policies

- 1.4.1 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 TCEA.
- 1.4.2 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 TCEA.
- 1.4.3 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.
- 1.4.4 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

1 considered drive-throughs: auto fuel pumps and depositories which involve no
2 immediate exchange or dispersal to the customer, such as mail boxes, library
3 book depositories, and recycling facilities.
4

5 In addition to the review criteria set in the Land Development Code for Special
6 Use Permits, the following review standards for drive-through facilities shall be
7 included:
8

- 9 a. maximization of pedestrian and bicycle safety and convenience;
- 10
- 11 b. adequate queuing space for vehicles such that there is no back-up of traffic
12 onto adjacent roadways;
- 13
- 14 c. provision of a by-pass lane or sufficient driveway area around the drive-
15 through lanes to assist internal vehicular circulation;
- 16
- 17 d. minimization of the visual impacts of the drive-through lanes on street
18 frontage areas;
- 19
- 20 e. minimization of the total number of drive-through lanes based on site
21 conditions and the operating conditions of the impacted roadway segments;
- 22
- 23 f. minimization of the number of access points to roadways;
- 24
- 25 g. design of access points and ingress/egress directional flows to minimize
26 impacts on the roadway and non-motorized traffic;
- 27
- 28 h. design of internal pedestrian access and safety as related to the position of
29 the drive-through lane(s); and,
- 30
- 31 i. meeting any additional design criteria established in the Land Development
32 Code.
33

34 1.4.5 Unless otherwise prohibited or regulated by a Special Area Plan, the
35 development of new free-standing drive-through facilities or expansion of or
36 development activity at existing free-standing drive-through facilities, not
37 meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use
38 Permit. These drive-through facilities shall meet the Special Use Permit criteria
39 shown in the Land Development Code and review criteria shown in Policy 1.4.4.
40 In addition, drive-through facilities not developed under the provisions of Policy
41 1.4.6 or 1.4.7 shall also meet the following standards:
42

- 43 a. There shall be a minimum distance of 400 feet between the driveways of
44 sites with free-standing drive-through facilities on roadways operating at 85
45 percent or more of capacity. Roadway capacity shall be measured using the
46 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. Standards which must be met under Policy 1.1.6 shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

1.4.6 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.

1.4.7 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.

1.4.8 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.

1.4.9 Within the TCEA, 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.

- 1 4. Until adoption in the Land Development Code of specific architectural
2 and design standards, ten fueling positions within 1/4 mile of an I-75
3 interchange. In the interim period before the adoption of architectural
4 and design standards, additional fueling positions, to a maximum of
5 twelve, may be allowed as part of a Planned Development rezoning or
6 Special Use Permit process, with the final approval of the City
7 Commission, based on meeting all of the conditions shown in 3.a.-f.
8 above.

9
10 1.4.10 Within the TCEA, development plans for the placement of new parking garages
11 as a principal or accessory use shall address:

- 12
13 a. minimizing conflict with pedestrian and bicycle travel routes;
14
15 b. providing parking for residents, employees, or customers in order to reduce
16 the need for on-site surface parking;
17
18 c. being located and designed to discourage vehicle access through residential
19 streets;
20
21 d. designing facilities for compatibility with neighborhoods by including
22 ground floor retail, office, or residential use/development (as appropriate for
23 the zoning district) when located on a public street. The facility shall also
24 have window and facade design that is scaled to relate to the surrounding
25 area.

26
27 **Objective 1.5**

28
29 **In order to enhance the visual characteristics of roadways and create an appealing**
30 **environment which supports multi-modal transportation opportunities, the City**
31 **shall adopt streetscaping and landscaping standards for regulated roadways within**
32 **the TCEA.**

33
34 **Policies**

35
36 1.5.1 The November 1998 Gateway Corridor Design Concept Plan shall be used as the
37 basis for all landscape plans to be prepared for the right-of-ways and medians of
38 all regulated roadways within the TCEA.

39
40 1.5.2 The City Arborist shall approve final landscaping proposals required in Policy
41 1.5.1.

42
43 1.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be
44 within Zone A of the TCEA. First priority shall be given to major arterials within
45 Zone A. Funding for the installation of landscape projects within Zone A shall be
46 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.

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

1.5.5 New development within Zone B, ~~or 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, and 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 TCEA 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 1.6

The City shall adopt the following policies to regulate parking within the TCEA.

Policies

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

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

Objective 1.7

1 **The City shall coordinate with the Metropolitan Transportation Planning**
2 **Organization (MTPO) to balance the need for and design of roadway modifications**
3 **with the City's needs for urban redevelopment, infill and quality urban design.**
4

5 **Policies**
6

7 1.7.1 In cooperation with the MTPO, the City shall encourage that all designs for new
8 roadways and redesigns of existing roadways include consideration of features to
9 improve multi-modal transportation, as appropriate. These considerations shall
10 include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced
11 pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and
12 right-of-ways, and traffic calming mechanisms.
13

14 1.7.2 As part of the ongoing coordination with the MTPO and the Florida Department
15 of Transportation, the City shall designate corridors where road widening is not
16 feasible or desirable. These roadway corridors shall then be designated as
17 "Policy Constrained" or "Physically Constrained" facilities where alternatives to
18 road widening are the primary strategy for roadway congestion.
19

20 **Objective 1.8**
21

22 **The City shall coordinate on an ongoing basis with Alachua County concerning the**
23 **TCEA.**
24

25 **Policies**
26

27 1.8.1 For developments generating more than 100 net, new average daily trips within
28 1/4 mile of a County-maintained road or the unincorporated area, or for any
29 projects within the TCEA that generate more than 1,000 net, new average daily
30 trips, County staff will be forwarded any development plans and associated
31 traffic studies. County staff shall have the opportunity to comment on the
32 proposed development and its impacts on County-maintained roads or State-
33 maintained roads and any standards proposed/required to be met under ~~Policy~~
34 Policies 1.1.6, 1.1.7, 1.1.9, 1.1.11 and 1.1.13. County staff may raise the trip
35 threshold for review of plans at any time by informing the City of such change,
36 in writing. The City shall require large developments that trip the State DRI
37 threshold to address their regional impacts on facilities.
38

39 1.8.2 The City shall cooperate with Alachua County in the establishment of a joint
40 TCEA for areas bordering the City's TCEA as long as the policies within the
41 County's portion of the TCEA are the same or substantially similar to the City's.
42

43 1.8.3 After receipt of the annual update of the Level of Service Report produced by the
44 North Central Florida Regional Planning Council, the City shall annually
45 monitor and evaluate the impacts of approved development within the TCEA on
46 County-maintained roads and share the information with Alachua County.

1
2 **Objective 1.9**

3
4 **The City shall coordinate on an ongoing basis with the Florida Department of**
5 **Transportation (FDOT) concerning the TCEA.**
6

7 **Policies**
8

9 1.9.1 For all developments accessing State roads, FDOT staff shall have the
10 opportunity to comment on the proposed development and its impacts on State
11 roads.
12

13 1.9.2 After receipt of the annual update of the Level of Service Report produced by the
14 North Central Florida Regional Planning Council, the City shall annually
15 monitor and evaluate the impacts of developments in the TCEA on the Florida
16 Intrastate Highway System and share that information with the Florida
17 Department of Transportation.
18

19 **Objective 1.10**
20

21 **The City shall continue to enforce transportation concurrency requirements for all**
22 **developments ~~outside the adopted TCEA~~ not regulated by TCEA policies in this**
23 **element.**
24

25 **Policies**
26

27 1.10.1 ~~Outside the TCEA,~~ For development not regulated by the TCEA and under City
28 land use designation, transportation concurrency requirements (for roads and
29 transit) shall be met under any of the following standards:
30

- 31 a. The necessary facilities and services, at the adopted level of service
32 standard, are in place or under construction at the time a final development
33 order is issued.
34
- 35 b. The necessary facilities and services to serve the new development, at the
36 adopted level of service standard, are scheduled to be in place or under
37 actual construction not more than three years after issuance of a certificate
38 of occupancy as provided in the City's adopted Five-Year Schedule of
39 Capital Improvements. The Capital Improvements Element must include the
40 following information and/or policies:
41
- 42 1. The estimated date of commencement of actual construction and the
43 estimated date of project completion.
44
- 45 2. A provision that a plan amendment is required to eliminate, defer, or
46 delay construction of any road or transit facility or service which is

needed to maintain the adopted level of service standard and which is listed in the Five-Year Schedule of Capital Improvements.

- c. The necessary facilities and services to serve the new development, at the adopted level of service standard, are transportation projects included in the first three years of the applicable adopted FDOT five-year work program.
- d. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy.
- e. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy. The development may meet any of the requirements in Policy 1.10.1 by making a payment and contracting with the City in an enforceable agreement for the provision of the facilities or services.

1.10.2 ~~Outside the TCEA, For developments not regulated by the TCEA and under City~~ land use designation, a proposed urban redevelopment project located within the City's existing service area as shown on the Future Land Use Map series, shall be traffic concurrency exempt for roadway level of service standards for up to 110 percent of the transportation impact generated by the previously existing development. A previously existing development shall be defined as the actual previous built use which was occupied and active within the last five years prior to application for development plan review. The transportation concurrency exemptions granted under this policy shall not relieve development from providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and 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. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.

1.10.3 ~~Outside the TCEA, For developments not regulated by the TCEA and under City~~ land use designation, for the purpose of issuing a final development order, a proposed development shall be defined as having a de minimis impact (as defined by section 163.3180, Florida Statutes), and be exempt from transportation concurrency for roadway level of service standards as follows:

- 1
- 2 a. The impact would not affect more than one percent of the maximum service
- 3 volume at the adopted level of service of the affected roadway segment.
- 4
- 5 b. No impact shall be de minimis if the sum of existing roadway volumes and
- 6 the projected volumes from approved projects on a roadway segment would
- 7 exceed 110 percent of the maximum volume at the adopted level of service
- 8 of the roadway segment.
- 9
- 10 c. A single family dwelling on an existing lot of record (which existed prior to
- 11 the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis
- 12 impact on any affected roadway segments regardless of the level of service
- 13 standard deficiency of the roadway segments.
- 14
- 15 d. Exemptions from transportation concurrency granted under Policy 1.10.3
- 16 shall not relieve the development from, where necessary, providing public
- 17 sidewalks along all street frontages, sidewalk connections from the building
- 18 to the public sidewalk, and closure of existing excessive, duplicative or
- 19 unsafe curb cuts or narrowing of overly wide curb cuts at the development
- 20 site as defined in the Access Management portion of the Land Development
- 21 Code. Transportation modifications which are required due to traffic safety
- 22 and/or operating conditions unrelated to transportation concurrency shall be
- 23 provided by the developer.
- 24

25 Note to Codifier: the following legal descriptions attached to the Concurrency

26 Management Element as Exhibit "A," Exhibit "B," Exhibit "C" and Exhibit "D" are

27 hereby deleted.

28

29 EXHIBIT "A"

30 May 7, 2004

31 ~~LEGAL DESCRIPTION FOR THE ENTIRE TRANSPORTATION CONCURRENCY~~

32 ~~EXCEPTION AREA~~

33 ~~That area comprising Zone A, Zone B and Zone C of the Transportation Concurrency~~

34 ~~Exception Area being described as:~~

35 ~~All that area lying within the municipal boundaries of the City of Gainesville, Florida;~~

36 ~~(heretofore known as "city limits"), as of December 3, 1999 with the addition of that~~

37 ~~property annexed into the City of Gainesville on January 10, 2000 as per Ordinance No.~~

38 ~~990947, being described as:~~

39 ~~A part of the East half (E 1/2) of the Southeast quarter (SE 1/4) of Section 22, Township 9~~

40 ~~South, Range 19 East, Alachua County, Florida; being more particularly described as~~

41 ~~follows:~~

Commence at the Southeast corner of said East half (E 1/2) of the Southeast quarter (SE 1/4) and run thence North 89 degrees, 49 minutes, 38 seconds West, along the South boundary thereof, 1322.34 feet to the Southwest corner of said East half (E 1/2) of Southeast quarter (SE 1/4), thence North 0 degrees, 06 minutes, 22 seconds East, along the West boundary of said East half (E 1/2) of Southeast quarter (SE 1/4), 50.00 feet to the North right-of-way line of Northwest 39th Avenue and the Point of Beginning; thence continue North 0 degrees, 06 minutes, 22 seconds East, along said West boundary, 645.86 feet; thence South 89 degrees, 49 minutes, 38 seconds East, 250.00 feet, thence South 0 degrees, 06 minutes, 22 seconds West, parallel to said West boundary, 645.86 feet to said North right-of-way line, thence 89 degrees, 49 minutes, 38 seconds West along said right-of-way line 250 feet to the Point of Beginning.

AND:

That property annexed into the City of Gainesville on September 1, 2002 as per Ordinance 002394, being described as:

A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 27, Township 9 South, Range 19 East, Alachua County, Florida, and being more particularly described as follows:

Commence at the Southeast corner of said Section 27 and run North 0 degrees, 06 minutes, 52 seconds East along the East line of said Section a distance of 495.00 feet; thence run North 89 degrees, 55 minutes, 11 seconds West, a distance of 50.00 feet to the existing City of Gainesville limit on the West right-of-way line of County Road 232 (NW 43rd Street) and the Point of Beginning; thence continue North 89 degrees, 55 minutes, 11 seconds West, a distance of approximately 613.12 feet to a point on the East line of Lot 63 of the "Subdivision of Section 27, Township 9 South, Range 19 East, Arredondo Grant" as per the plat thereof as described in Plat Book "A" at page 55 of the Public Records of Alachua County, Florida; thence run North, a distance of approximately 165.07 feet to the Northeast Corner of said Lot 63; thence run West, along the North line of said Lot 63 also being the South line of Lot 50, of said "Arredondo Grant" a distance of 663 feet to the Southwest corner of Lot 50; thence continue West along the south line of Lot 51 of said "Arredondo Grant" a distance of approximately 663 feet to the Southwest corner of said Lot 51, thence run North along the West line of said Lot 51, a distance of approximately 663 feet to the Northwest corner of said Lot 51, said corner also being the Southwest corner of "Buck Ridge Unit 2" a subdivision as recorded in Plat Book "R", at page 31 of the Public Records of Alachua County, Florida; thence run along the West line of said "Buck Ridge Unit 2", North 0 degrees, 15 minutes, 19 seconds East a distance of 663.36 feet to the Northwest corner of said "Buck Ridge Unit 2"; thence run along the North line of said "Buck Ridge Unit 2", South 89 degrees, 42 minutes, 46 seconds East, a distance of 662.41 feet to the Northeast corner of said "Buck Ridge Unit 2", said corner also being the Northwest corner of Lot 47 of said "Arredondo Grant"; thence run East along the North line of said Lot 47 and along the North line of Lot 48 of said "Arredondo Grant" a distance of approximately 1276 feet to a point on the existing City of Gainesville limit on the West right-of-way line of County Road 232 (NW 43rd Street); thence run South along said existing City of Gainesville limit and Westerly right-of-way line a distance of approximately 1,485.00 feet to the Point of Beginning.

AND:

1 A portion of that property annexed into the City of Gainesville on September 1, 2002 as per
2 Ordinance No. 001912, being described as:

3 A parcel of land located in Sections 12 and 13 of Township 10 South, Range 19 East, and
4 Section 7, Township 10 South, Range 20 East, all located in Alachua County, Florida; being
5 more particularly described as follows:

6 Commence at a point marking the intersection of the East right-of-way line of SW 23rd
7 Terrace with the South right-of-way line of SW Archer Road, said point also being the
8 Northwestern corner of Parcel "F" of the city limits of Gainesville as recorded in Annexation
9 Ordinance 4048, and the Point of Beginning; thence continue along said city limits South 01
10 degree 06 minutes 29 seconds East along the East line of SW 23rd Terrace a distance of
11 497.94 feet to a point; thence leaving said East right-of-way line proceed West 100.00 feet to
12 the West right-of-way line of SW 23rd Terrace; said point also being the Northwest corner of
13 Parcel "G", of the city limits of Gainesville as recorded in Annexation Ordinance 4048;
14 thence South 01 degree 10 minutes 09 seconds East along the West line of said Parcel "G" to
15 a point crossed by a line parallel to the south right-of-way line of SW Archer Road at a
16 distance of 1,320 feet (1/4 Mile) from said South right-of-way line of SW Archer Road;
17 thence Westerly along said parallel line to its intersection with the East right-of-way of SW
18 34th Street (State Road 121), thence North along said East right-of-way of SW 34th Street to
19 the Southwest corner of that property as described in the Official Records Book 2037, Page
20 823 of Alachua County, Florida and being that property as voluntarily annexed into the City
21 of Gainesville by Ordinance Number 000130; thence continue along the following courses;
22 North 88 degrees 08 minutes 44 seconds East along the South line of said parcel a distance
23 of 359.51 feet; thence South 35 degrees 33 minutes 27 seconds East a distance of 156.09
24 feet to a point marking the intersection with the North right-of-way line of SW Archer Road
25 and a point on a curve concave to the Southeast having a radius of 5,807.58 feet and a delta
26 of 00 degrees 59 minutes 06 seconds; thence along the arc of said curve a distance of 99.85
27 feet to the point of compound curvature of a curve concave to the Southeast having a radius
28 of 7,185.68 feet and a delta of 00 degrees 06 minutes 13 seconds; thence along the arc of said
29 curve a distance of 13.00 feet to the Southeast corner of said parcel; thence leaving the North
30 line of SW Archer Road North 51 degrees 29 minutes 30 seconds West a distance of 14.96
31 feet to a point; thence North 00 degrees 52 minutes 06 seconds West a distance of 740.66 feet
32 to a point marking the intersection with the South line of the City of Gainesville Annexation
33 Parcel "B" as recorded in Ordinance 4047; thence North 88 degrees 56 minutes 53 seconds
34 East a distance of 1,391.01 feet to the intersection with the North line of SW Archer Road;
35 thence North 60 degrees 30 minutes 34 seconds East a distance of 564.58 feet; thence North
36 01 degrees 30 minutes 22 seconds West a distance of 850.08 feet; thence North 88 degrees 35
37 minutes 33 seconds East a distance of 857.81 feet; thence South 00 degrees 38 minutes 17
38 seconds East a distance of 396.00 feet to the intersection with the North right-of-way line of
39 SW Archer Road; thence along said line North 60 degrees 30 minutes 28 seconds East a
40 distance of 649.30 feet; thence continue North 01 degrees 07 minutes 55 seconds West a
41 distance of 1,335.12 feet; thence North 88 degrees 59 minutes 35 seconds East a distance of
42 400.00 feet; thence South 01 degrees 07 minutes 55 seconds East a distance of 1,120.41 feet
43 to the intersection with the North right-of-way line of SW Archer Road and a point on a
44 curve, said curve being concave to the Southeast, having a radius of 6,661.05 feet and a delta
45 of 01 degree 40 minutes 36 seconds, thence along the arc of said curve a distance of 194.91
46 feet; thence South 88 degrees 21 minutes 32 seconds West a distance of 81.25 feet; thence
47 North 01 degree 26 minutes 53 seconds West a distance of 642.42 feet; thence North 05

degrees 39 minutes 45 seconds West a distance of 17.64 feet; thence North 00 degree 56 minutes 20 seconds West a distance of 660.00 feet to a point marking the intersection with the Northeast corner of Parcel "B"; thence North 88 degrees 55 minutes 35 seconds East a distance of 462.00 feet to the intersection with the Northwest corner of City of Gainesville Annexation Parcel "C" as recorded in Ordinance 4048; thence continue along the West line of Parcel "C" South 00 degree 56 minutes 20 seconds a distance of 660.00 feet; thence North 88 degrees 55 minutes 35 seconds East a distance of 462.00 feet to a point marking the intersection with the West line of Section 07, Township 10 South, Range 20 East; thence along said line South 00 degree 56 minutes 20 seconds East a distance of 212.76 feet; thence continue along the line of Parcel "C" North 67 degrees 01 minute 16 seconds East a distance of 210.00 feet; thence South 00 degree 31 minutes 00 seconds West a distance of 96.90 feet to a point marking the intersection with the North right-of-way of SW Archer Road; thence along said line North 68 degrees 29 minutes 51 seconds East a distance of 300.00 feet; thence leaving the North right-of-way line and crossing SW Archer Road South 12 degrees 57 minutes 59 seconds East a distance of 162.76 feet to a point marking the intersection with the South right-of-way line of SW Archer Road and the Northerly most corner of City of Gainesville Annexation Parcel "F" as recorded in Ordinance 4048; thence continue along the line of Parcel "F" South 00 degree 55 minutes 42 seconds East a distance of 234.18 feet; thence South 00 degree 55 minutes 29 seconds a distance of 85.50 feet; thence South 88 degree 54 minutes 34 seconds West a distance of 223.66 feet; thence South 00 degree 56 minutes 48 seconds East a distance of 14.93 feet; thence South 88 degrees 55 minutes 48 seconds West a distance of 315.25 feet to the intersection with the East line of Section 12, Township 10 South, Range 19 East; thence continue South 00 degree 56 minutes 20 seconds East a distance of 1,379.70 feet to a point marking the Southeast corner of Section 12, Township 10 South, Range 19 East; thence continue along the South line of said Section 12, South 88 degrees 56 minutes 53 seconds West a distance of 330.03 feet; thence North 01 degree 15 minutes 28 seconds West a distance of 658.92 feet; thence South 88 degrees 48 minutes 38 seconds West a distance of 329.85 feet; thence South 88 degrees 49 minutes 43 seconds West a distance of 199.98 feet; thence South 88 degrees 52 minutes 50 seconds West a distance of 100.00 feet; thence North a distance of 160.34 feet; thence North 28 degrees 29 minutes 00 seconds West a distance of 182.85 feet to a point marking the intersection with the Southeasterly right-of-way line of SW Archer Road; thence along said line South 61 degrees 31 minutes 00 seconds West a distance of 655.70 feet; thence continue along said line South 60 degrees 30 minutes 28 seconds West a distance of 133.51 feet to the Point of Beginning.

AND:

That property annexed into the City of Gainesville on December 10, 2001 as per Ordinance No. 002124, being described as:

A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9 South, Range 19 East, Alachua County, Florida, being more particularly described as follows:

Lot Three (3), of North Florida Regional Doctors Office Park, as per plat thereof recorded in Plat Book "H", Page 81 of the Public Records of Alachua County, Florida.

AND:

1 That property annexed into the City of Gainesville on September 9, 2002 as per
2 Ordinance No. 020104, being described as:

3 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9
4 South, Range 19 East, Alachua County, Florida, being more particularly described as
5 follows:

6 Lots Two (2), of North Florida Regional Doctors Office Park, according to the plat thereof
7 recorded in Plat Book "H", Page 81 of the Public Records of Alachua County, Florida.

8 AND:

9 That property annexed into the City of Gainesville on December 8, 2003 as per
10 Ordinance No. 030457, being described as:

11 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9
12 South, Range 19 East, Alachua County, Florida, being more particularly described, as
13 follows:

14 Lots One (1), and Twenty Two through Twenty Six (22-26), of North Florida Regional
15 Doctors Office Park, as per plat thereof recorded in Plat Book "H", Page 81 of the Public
16 Records of Alachua County, Florida.

17 AND:

18 That property annexed into the City of Gainesville on December 8, 2003 as per
19 Ordinance No. 030458, being described as:

20 A parcel of land lying in the Southwest one quarter (SW 1/4) of Section 33, Township 9 South,
21 Range 19 East, Alachua County, Florida, being more particularly described as follows:

22 Lots Ten (10), Eleven (11), Sixteen (16) of North Florida Regional Doctors Office Park, as
23 per plat thereof recorded in Plat Book "H", Page 81 of the Public Records of Alachua
24 County, Florida.

25 AND:

26 Commence at a point marking the intersection of the East right-of-way line of SW 23rd
27 Terrace with the South right-of-way line of SW Archer Road, said point also being the
28 Northwesterly corner of Parcel "F" of the city limits as recorded in Annexation Ordinance
29 4048; thence continue along said city limits South 01 degree 06 minutes 29 seconds East
30 along the East line of SW 23rd Terrace a distance of 497.94 feet to a point; thence leaving said
31 East right-of-way line proceed West 100.00 feet to the West right-of-way line of SW 23rd
32 Terrace; said point also being the Northwest corner of Parcel "G", of the city limits as
33 recorded in Annexation Ordinance 4048; thence South 01 degree 10 minutes 09 seconds East
34 along the West line of said Parcel "G" to a point crossed by a line parallel to the south right-
35 of-way line of SW Archer Road at a distance of 1,320 feet (1/4 Mile) from said South right-
36 of-way line of SW Archer Road, and the Point of Beginning; thence Westerly along said
37 parallel line to its intersection with the East right-of-way of SW 34th Street (State Road 121);

1 thence North along said East right-of-way of SW 34th Street to the north line of the existing
2 city limits, being also the north line of the property annexed into the city as recorded in
3 Annexation Ordinance 020654; thence run West along said north line to the west line of said
4 area, also being the west right-of-way line of SW 34th Street; thence run South along said
5 west right-of-way line to the north line of SW Archer Road being also the north line of that
6 area annexed into the city as recorded in Annexation Ordinance 001912; thence run Westerly
7 to the west line of that area annexed into the city as recorded in the above mentioned
8 Annexation Ordinance 001912; thence run Southerly and Southeasterly along the west line of
9 said Annexation Ordinance to the south line of that area annexed into the city as recorded in
10 Annexation Ordinance 001912, being also the south right-of-way line of SW Williston Road;
11 thence run along the south right-of-way line of SW Williston Road to its intersection with the
12 east right-of-way line of SW 23rd Street; thence follow the east right-of-way line of SW 23rd
13 Street and along the east right-of-way line of SW 23rd Terrace to the Point of Beginning, and
14 close.

15 LESS the following described area:

16 That northern portion of the City of Gainesville lying north of the following described line:
17 Commence at a point lying on the West city limits line, and being one-quarter mile (1/4 mile)
18 north of the north, right-of-way line of NW 53rd Avenue; thence run East parallel to and one-
19 quarter mile (1/4 mile) north of said NW 53rd Avenue to the east line of the Southwest one-
20 quarter (SW 1/4) of Section 17, Township 9 South, Range 20 East; thence run South along said
21 east line to a point 933 feet (more or less) north of the south line of said Section; thence run
22 West 682 feet (more or less); thence run South to the North right-of-way line of NW 53rd
23 Avenue; thence run East to the east city limits line.

24 AND LESS:

25 All that area lying and being in the City of Gainesville, Alachua County, Florida, lying East
26 of the following described line:

27 Commence at the Northwest corner of the Northeast one-quarter (NE 1/4) of Section 30,
28 Township 9 South, Range 21 East; thence run South along the West line of said Northeast
29 one-quarter (NE 1/4) to a point 50 feet South of the South line of said Northeast one-quarter
30 (NE 1/4); thence run East a distance of 176.35 feet; thence run South 48 degrees East to a
31 point on the Southerly right-of-way line of State Road No. 222; thence run Northeasterly
32 along said southerly right-of-way line to a point on the West line of the East one-half (E 1/2)
33 of the Southwest one-quarter (SW 1/4) of the Northeast one-quarter (NE 1/4) of the
34 aforementioned Section 30, Township 9 South, Range 21 East; thence run South along said
35 West line to point of ending on the City of Gainesville city limits line.

36 AND LESS:

37 Any and all of that area and right-of-way known as Interstate 75.

38 EXHIBIT "B"

39 May 7, 2004

1 LEGAL DESCRIPTION FOR ZONE "A" OF THE TRANSPORTATION
2 CONCURRENCY EXCEPTION AREA

3 ~~That area comprising Zone "A" of the Transportation Concurrence Exception Area lying~~
4 ~~within the municipal boundaries of the City of Gainesville, Florida; (heretofore known as~~
5 ~~"city limits") as of April 1, 1999; being more particularly described as follows:~~

6 ~~Commence at a point on the northeast corner of the intersection of NE 15th Street and NE 39th~~
7 ~~Avenue as the Point of Beginning; thence run West along the North right-of-way line of NE~~
8 ~~39th Avenue and NW 39th Avenue to the East line of the Seaboard Coastline Railroad right-of-~~
9 ~~way line; thence run Southerly along said East railroad right-of-way to the North right-of-way~~
10 ~~line of NE 23rd Avenue; thence run West along the North right-of-way of NE 23rd Avenue and~~
11 ~~NW 23rd Avenue to a point on the Northerly extension of the East right-of-way line of NW 2nd~~
12 ~~Street; thence run South along said Northerly extension and along the East right-of-way line of~~
13 ~~said NW 2nd Street to the North right-of-way line of NW 8th Avenue; thence ran West along~~
14 ~~said north right-of-way line of NW 8th Avenue to the East right-of-way line of NW 34th Street;~~
15 ~~thence run South along the East right-of-way line of NE 34th Street and SW 34th Street to its~~
16 ~~intersection with a Southerly city limits line; thence follow the city limits line to the Point of~~
17 ~~Beginning, and close.~~

18 AND:

19 ~~A portion of that property annexed into the City of Gainesville on September 1, 2002 as per~~
20 ~~Ordinance No. 001912, being described as:~~

21 ~~A parcel of land located in Sections 12 and 13 of Township 10 South, Range 19 East, and~~
22 ~~Section 7, Township 10 South, Range 20 East, all located in Alachua County, Florida; being~~
23 ~~more particularly described as follows:~~

24 ~~Commence at a point marking the intersection of the East right-of-way line of SW 23rd~~
25 ~~Terrace with the South right-of-way line of SW Archer Road, said point also being the~~
26 ~~Northwesterly corner of Parcel "F" of the city limits of Gainesville as recorded in~~
27 ~~Annexation Ordinance 4048, and the Point of Beginning; thence continue along said city~~
28 ~~limits South 01 degree 06 minutes 29 seconds East along the East line of SW 23rd Terrace a~~
29 ~~distance of 497.94 feet to a point; thence leaving said East right-of-way line proceed West~~
30 ~~100.00 feet to the West right-of-way line of SW 23rd Terrace; said point also being the~~
31 ~~Northwest corner of Parcel "G", of the city limits of Gainesville as recorded in Annexation~~
32 ~~Ordinance 4048; thence South 01 degree 10 minutes 09 seconds East along the West line of~~
33 ~~said Parcel "G" to a point crossed by a line parallel to the south right-of-way line of SW~~
34 ~~Archer Road at a distance of 1,320 feet (1/4 Mile) from said South right-of-way line of SW~~
35 ~~Archer Road; thence Westerly along said parallel line to its intersection with the East right-~~
36 ~~of-way of SW 34th Street (State Road 121), thence North along said East right-of-way of SW~~
37 ~~34th Street to the Southwest corner of that property as described in the Official Records Book~~
38 ~~2037, Page 823 of Alachua County, Florida and being that property as voluntarily annexed~~
39 ~~into the City of Gainesville by Ordinance Number 000130; thence continue along the~~
40 ~~following courses; North 88 degrees 08 minutes 44 seconds East along the South line of said~~
41 ~~parcel a distance of 359.51 feet; thence South 35 degrees 33 minutes 27 seconds East a~~
42 ~~distance of 156.09 feet to a point marking the intersection with the North right-of-way line of~~
43 ~~SW Archer Road and a point on a curve concave to the Southeast having a radius of~~

5,807.58 feet and a delta of 00 degrees 59 minutes 06 seconds; thence along the arc of said curve a distance of 99.85 feet to the point of compound curvature of a curve concave to the Southeast having a radius of 7,185.68 feet and a delta of 00 degrees 06 minutes 13 seconds; thence along the arc of said curve a distance of 13.00 feet to the Southeast corner of said parcel; thence leaving the North line of SW Archer Road North 51 degrees 29 minutes 30 seconds West a distance of 14.96 feet to a point; thence North 00 degrees 52 minutes 06 seconds West a distance of 740.66 feet to a point marking the intersection with the South line of the City of Gainesville Annexation Parcel "B" as recorded in Ordinance 4047; thence North 88 degrees 56 minutes 53 seconds East a distance of 1,391.01 feet to the intersection with the North line of S W Archer Road; thence North 60 degrees 30 minutes 34 seconds East a distance of 564.58 feet; thence North 01 degrees 30 minutes 22 seconds West a distance of 850.08 feet; thence North 88 degrees 35 minutes 33 seconds East a distance of 857.81 feet; thence South 00 degrees 38 minutes 17 seconds East a distance of 396.00 feet to the intersection with the North right-of-way line of S W Archer Road; thence along said line North 60 degrees 30 minutes 28 seconds East a distance of 649.30 feet; thence continue North 01 degrees 07 minutes 55 seconds West a distance of 1,335.12 feet; thence North 88 degrees 59 minutes 35 seconds East a distance of 400.00 feet; thence South 01 degrees 07 minutes 55 seconds East a distance of 1,120.41 feet to the intersection with the North right-of-way line of SW Archer Road and a point on a curve, said curve being concave to the Southeast, having a radius of 6,661.05 feet and a delta of 01 degree 40 minutes 36 seconds; thence along the arc of said curve a distance of 194.91 feet; thence South 88 degrees 21 minutes 32 seconds West a distance of 81.25 feet; thence North 01 degree 26 minutes 53 seconds West a distance of 642.42 feet; thence North 05 degrees 39 minutes 45 seconds West a distance of 17.64 feet; thence North 00 degree 56 minutes 20 seconds West a distance of 660.00 feet to a point marking the intersection with the Northeast corner of Parcel "B"; thence North 88 degrees 55 minutes 35 seconds East a distance of 462.00 feet to the intersection with the Northwest corner of City of Gainesville Annexation Parcel "C" as recorded in Ordinance 4048; thence continue along the West line of Parcel "C" South 00 degree 56 minutes 20 seconds a distance of 660.00 feet; thence North 88 degrees 55 minutes 35 seconds East a distance of 462.00 feet to a point marking the intersection with the West line of Section 07, Township 10 South, Range 20 East; thence along said line South 00 degree 56 minutes 20 seconds East a distance of 212.76 feet; thence continue along the line of Parcel "C" North 67 degrees 01 minute 16 seconds East a distance of 210.00 feet; thence South 00 degree 31 minutes 00 seconds West a distance of 96.90 feet to a point marking the intersection with the North right-of-way of SW Archer Road; thence along said line North 68 degrees 29 minutes 51 seconds East a distance of 300.00 feet; thence leaving the North right-of-way line and crossing SW Archer Road South 12 degrees 57 minutes 59 seconds East a distance of 162.76 feet to a point marking the intersection with the South right-of-way line of SW Archer Road and the Northerly most corner of City of Gainesville Annexation Parcel "F" as recorded in Ordinance 4048; thence continue along the line of Parcel "F" South 00 degree 55 minutes 42 seconds East a distance of 234.18 feet; thence South 00 degree 55 minutes 29 seconds a distance of 85.50 feet; thence South 88 degree 54 minutes 34 seconds West a distance of 223.66 feet; thence South 00 degree 56 minutes 48 seconds East a distance of 14.93 feet; thence South 88 degrees 55 minutes 48 seconds West a distance of 315.25 feet to the intersection with the East line of Section 12, Township 10 South, Range 19 East; thence continue South 00 degree 56 minutes 20 seconds East a distance of 1,379.70 feet to a point marking the Southeast corner of Section 12, Township 10 South, Range 19 East; thence continue along the South line of said Section 12, South 88 degrees 56 minutes 53 seconds West a distance of 330.03 feet; thence North 01 degree 15 minutes 28 seconds West a

1 distance of 658.92 feet; thence South 88 degrees 48 minutes 38 seconds West a distance of
2 329.85 feet; thence South 88 degrees 49 minutes 43 seconds West a distance of 199.98 feet;
3 thence South 88 degrees 52 minutes 50 seconds West a distance of 100.00 feet; thence North
4 a distance of 160.34 feet; thence North 28 degrees 29 minutes 00 seconds West a distance of
5 182.85 feet to a point marking the intersection with the Southeasterly right-of-way line of
6 SW Archer Road; thence along said line South 61 degrees 31 minutes 00 seconds West a
7 distance of 655.70 feet; thence continue along said line South 60 degrees 30 minutes 28
8 seconds West a distance of 133.51 feet to the Point of Beginning.

9 LESS and except the following described area:

10 All that area lying and being in the City of Gainesville, Alachua County, Florida, lying East
11 of the following described line:

12 Commence at the Northwest corner of the Northeast one-quarter (NE 1/4) of Section 30,
13 Township 9 South, Range 21 East; thence run South along the West line of said Northeast
14 one-quarter (NE 1/4) to a point 50 feet South of the South line of said Northeast one-quarter
15 (NE 1/4); thence run East a distance of 176.35 feet; thence run South 48 degrees East to a
16 point on the Southerly right-of-way line of State Road No. 222; thence run Northeasterly
17 along said southerly right-of-way line to a point on the West line of the East one-half (E 1/2)
18 of the Southwest one-quarter (SW 1/4) of the Northeast one-quarter (NE 1/4) of the
19 aforementioned Section 30, Township 9 South, Range 21 East; thence run South along said
20 West line to point of ending on the City of Gainesville city limits line.

21 EXHIBIT "C"

22 May 7, 2004

23 LEGAL DESCRIPTION FOR ZONE "B" OF THE TRANSPORTATION
24 CONCURRENCY MANAGEMENT AREA

25 That area comprising Zone "B" of the Transportation Concurrence Area lying within the
26 municipal boundaries of the City of Gainesville, Florida; (heretofore known as "city limits")
27 as of April 1, 1999; being more particularly described as follows:

28 Commence at a point lying on the West city limits line, and being one-quarter mile (1/4 mile)
29 north of the north right-of-way line of NW 53rd Avenue; thence run East parallel to and one-
30 quarter mile (1/4 mile) north of said NW 53rd Avenue to the east line of the Southwest one-
31 quarter (SW 1/4) of Section 17, Township 9 South, Range 20 East; thence run South along
32 said east line to a point 933 feet (more or less) north of the south line of said Section; thence
33 run West 682 feet (more or less); thence run South to the North right-of-way line of NW 53rd
34 Avenue; thence run East to the east city limits line; thence follow said city limits line to a
35 point on the northeast corner of the intersection of NE 15th Street and NE 39th Avenue; thence
36 run West along the north right-of-way line of NE 39th Avenue and NW 39th Avenue to the east
37 line of the Seaboard Coastline Railroad right-of-way line; thence run southerly along said east
38 railroad right-of-way line to the north right-of-way line of NE 23rd Avenue; thence run West
39 along the north right-of-way line of NE 23rd Avenue and NW 23rd Avenue to a point on the
40 northerly extension of the east right-of-way line of NE 2nd Street; thence run South along said
41 northerly extension and along the east right-of-way line of said NW 2nd Street to the north

1 right-of-way line of NW 8th Avenue to the east right-of-way line of NW 34th Street; thence run
2 South along the east right-of-way line of NW 34th Street and SW 34th Street to its intersection
3 with a southerly city limits line; thence follow said city limits line in a westerly direction to
4 its intersection with the east right-of-way line of Interstate 75; thence run northwesterly along
5 said east right-of-way line to its intersection with the north right-of-way line of Newberry
6 Road (being also a northern city limits line); thence follow the aforementioned city limits to
7 the Point of Beginning, and close.

8 AND:

9 That property annexed into the City of Gainesville on January 10, 2000 as per Ordinance
10 No 990947, being described as:

11 A part of the East half (E 1/2) of the Southeast Quarter (SE 1/4) of Section 22, Township 9
12 South, Range 19 East, Alachua County, Florida; being more particularly described as
13 follows:

14 Commence at the Southeast corner of said East half (E 1/2) of the Southeast quarter (SE 1/4)
15 and run thence North 89 degrees, 49 minutes, 38 seconds West, along the South boundary
16 thereof, 1322.34 feet to the Southwest corner of said East half (E 1/2) of Southeast quarter
17 (SE 1/4), thence North 0 degrees, 06 minutes, 22 seconds East, along the West boundary of
18 said East half (E 1/2) of Southeast quarter (SE 1/4) 50.00 feet to the North right-of-way line of
19 Northwest 39th Avenue and the point of beginning, thence continue North 0 degrees, 06
20 minutes, 22 seconds East, along said West boundary, 645.86 feet; thence South 89 degrees,
21 49 minutes, 38 seconds East, 250.00 feet, thence South 0 degrees, 06 minutes, 22 seconds
22 West, parallel to said West boundary, 645.86 feet to said North right-of-way line, thence
23 North 89 degrees, 49 minutes, 38 seconds West, along said right-of-way line 250.00 feet to
24 the point of beginning.

25 AND:

26 That property annexed into the City of Gainesville on September 1, 2002 as per
27 Ordinance 002394, being described as:

28 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 27, Township 9 South,
29 Range 19 East, Alachua County, Florida, and being more particularly described as follows:

30 Commence at the Southeast corner of said Section 27 and run North 0 degrees, 06 minutes,
31 52 seconds East along the East line of said Section a distance of 495.00 feet; thence run North
32 89 degrees, 55 minutes, 11 seconds West, a distance of 50;00 feet to the existing City of
33 Gainesville limit on the West right-of-way line of County Road 232 (NW 43rd Street) and the
34 Point of Beginning; thence continue North 89 degrees, 55 minutes, 11 seconds West, a
35 distance of approximately 613.12 feet to a point on the East line of Lot 63 of the "Subdivision
36 of Section 27, Township 9 South, Range 19 East, Arredondo Grant" as per the plat thereof as
37 described in Plat Book "A" at page 55 of the Public Records of Alachua County, Florida;
38 thence run North, a distance of approximately 165.07 feet to the Northeast Corner of said Lot
39 63; thence run West, along the North line of said Lot 63 also being the South line of Lot 50,
40 of said "Arredondo Grant" a distance of 663 feet to the Southwest corner of Lot 50; thence
41 continue West along the south line of Lot 51 of said "Arredondo Grant" a distance of
42 approximately 663 feet to the Southwest corner of said Lot 51, thence run North along the
43 West line of said Lot 51, a distance of approximately 663 feet to the Northwest corner of said

1 Lot 51, said corner also being the Southwest corner of "Buck Ridge Unit 2" a subdivision as
2 recorded in Plat Book "R", at page 31 of the Public Records of Alachua County, Florida;
3 thence run along the West line of said "Buck Ridge Unit 2", North 0 degrees, 15 minutes, 19
4 seconds East a distance of 663.36 feet to the Northwest corner of said "Buck Ridge Unit 2";
5 thence run along the North line of said "Buck Ridge Unit 2", South 89 degrees, 42 minutes,
6 46 seconds East, a distance of 662.41 feet to the Northeast corner of said "Buck Ridge Unit-
7 2", said corner also being the Northwest corner of Lot 47 of said "Arredondo Grant"; thence
8 run East along the North line of said Lot 47 and along the North line of Lot 48 of said
9 "Arredondo Grant" a distance of approximately 1276 feet to a point on the existing City of
10 Gainesville limit on the West right-of-way line of County Road 232 (NW 43rd Street); thence
11 run South along said existing City of Gainesville limit and Westerly right-of-way line a
12 distance of approximately 1,485.00 feet to the Point of Beginning.

13 AND:

14 That property annexed into the City of Gainesville on December 10, 2001 as per
15 Ordinance No. 002124, being described as:

16 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9
17 South, Range 19 East, Alachua County, Florida, being more particularly described as
18 follows:

19 Lot Three (3), of North Florida Regional Doctors Office Park, as per plat thereof recorded in
20 Plat Book "H", Page 81 of the Public Records of Alachua County, Florida.

21 AND:

22 That property annexed into the City of Gainesville on September 9, 2002 as per
23 Ordinance No. 020104, being described as:

24 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9
25 South, Range 19 East, Alachua County, Florida, being more particularly described as
26 follows:

27 Lots Two (2), of North Florida Regional Doctors Office Park, according to the plat thereof
28 recorded in Plat Book "H", Page 81 of the Public Records of Alachua County, Florida.

29 AND:

30 That property annexed into the City of Gainesville on December 8, 2003 as per
31 Ordinance No. 030457, being described as:

32 A parcel of land lying in the Southeast one quarter (SE 1/4) of Section 33, Township 9
33 South, Range 19 East, Alachua County, Florida, being more particularly described as
34 follows:

1 Lots One (1), and Twenty Two through Twenty Six (22-26), of North Florida Regional
2 Doctors Office Park, as per plat thereof recorded in Plat Book "H", Page 81 of the Public
3 Records of Alachua County, Florida.

4 AND:

5 That property annexed into the City of Gainesville on December 8, 2003 as per
6 Ordinance No. 030458, being described as:

7 A parcel of land lying in the Southwest one quarter (SW 1/4) of Section 33, Township 9
8 South, Range 19 East, Alachua County, Florida, being more particularly described as
9 follows:

10
11 Lots Ten (10), Eleven (11), Sixteen (16) of North Florida Regional Doctors Office Park, as
12 per plat thereof recorded in Plat Book "H", Page 81 of the Public Records of Alachua County,
13 Florida.

14 LESS:

15 Any and all of that area and right of way known as Interstate 75.

16 EXHIBIT "D"

17 May 7, 2004

18 ~~LEGAL DESCRIPTION FOR ZONE "C" OF THE TRANSPORTATION~~
19 ~~CONCURRENCY EXCEPTION AREA~~

20 That area comprising Zone "C" of the Transportation Concurrency Area lying within the
21 municipal boundaries of the City of Gainesville, Florida; (heretofore known as "city limits")
22 as of April 26, 2004 being more particularly described as follows:

23 Commence at a point marking the intersection of the East right of way line of SW 23^f
24 Terrace with the South right of way line of SW Archer Road, said point also being the
25 Northwesterly corner of Parcel "F" of the city limits of Gainesville as recorded in Annexation
26 Ordinance 4048; thence continue along said city limits South 01 degree 06 minutes 29
27 seconds East along the East line of SW 23rd Terrace a distance of 497.94 feet to a point;
28 thence leaving said East right of way line proceed West 100.00 feet to the West right of way
29 line of SW 23rd Terrace; said point also being the Northwest corner of Parcel "G", of the city
30 limits of Gainesville as recorded in Annexation Ordinance 4048; thence South 01 degree 10
31 minutes 09 seconds East along the West line of said Parcel "G" to a point crossed by a line
32 parallel to the south right of way line of SW Archer Road at a distance of 1,320 feet (1/4-
33 Mile) from said South right of way line of SW Archer Road, and the Point of Beginning;
34 thence Westerly along said parallel line to its intersection with the East right of way of SW
35 34th Street (State Road 121), thence North along said East right of way of SW 34th Street to
36 the north line of the existing city limits, being also the north line of the property annexed into
37 the city as recorded in Annexation Ordinance 020654; thence run West along said north line
38 to the west line of said area, also being the west right of way line of SW 34th Street; thence

1 run South along said west right-of-way line to the north line of SW Archer Road being also
2 the north line of that area annexed into the city as recorded in Annexation Ordinance 001912;
3 thence run Westerly to the west line of that area annexed into the city as recorded in the
4 above mentioned Annexation Ordinance 001912; thence run Southerly and Southeasterly
5 along the west line of said Annexation Ordinance to the south line of that area annexed into
6 the city as recorded in Annexation Ordinance 001912, being also the south right-of-way line
7 of SW Williston Road; thence run along the south right-of-way line of SW Williston Road to
8 its intersection with the east right-of-way line of SW 23rd Street; thence follow the east right-
9 of-way line of SW 23rd Street and along the east right-of-way line of SW 23rd Terrace to the
10 Point of Beginning, and close.

11 LESS:

12 Any and all of that area and right-of-way known as Interstate 75.

ATTACHMENT 2 TO ORDINANCE NO. 0-09-34

Future Land Use Element

Objective 3.4 The City shall ensure that services and facilities needed to meet and maintain the LOS standards adopted in this Plan are provided.

- Policies
- 3.4.1 The City shall continue to require of the development facilities needed to serve the development prior to the issuance of any development order.
- 3.4.2 The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan or development, including the densities and intensities of development.
- 3.4.3 The City shall continue to require that copies of any applicable, required federal, state, or regional permits shall be submitted prior to issuance of a final development order.
- 3.4.4 Notwithstanding the state law exemption in dense urban land areas from the state development-of-regional-impact (DRI) review process, as provided in Chapter Law No. 2009-96, Laws of Florida, large developments that trip the DRI threshold shall be required to address their regional impacts, consistent with the City's coordination policies in the Intergovernmental Coordination and Concurrency Management Elements. This may involve mitigation of impacts on adjacent local government or State facilities as determined in the review process.

Objective 4.4 Newly annexed lands shall retain land uses as designated by Alachua County until the Future Land Use Element of this Plan is amended.

- Policies
- 4.4.1 Land use amendments shall be prepared for all annexed properties within one year of annexation.
- 4.4.2 Alachua County LOS standards shall apply until newly annexed lands are given land use designations in this Plan.
- 4.4.3 Properties that involve a large-scale land use amendment shall be placed in a TCEA zone as part of the large-scale amendment process for the property. This shall be done by simultaneous amendments to the appropriate TCEA maps in the Comprehensive

1 Plan. The City shall provide sufficient Data and Analysis
2 information with the associated Comprehensive Plan amendments
3 to ensure that the City's status as a dense urban land area (DULA)
4 is maintained after annexation.
5

6 4.4.4 Properties that involve a small-scale land use amendment shall be
7 placed in a TCEA zone during the next large-scale amendment
8 cycle. During the interim period after obtaining City land use but
9 prior to placement in a TCEA zone, development on property east
10 of I-75 shall provide for and fund mobility needs by meeting the
11 standards and requirements, as set forth in the Comprehensive
12 Plan, of the most physically proximate TCEA zone. Development
13 on property west of I-75 shall meet the standards and requirements,
14 as set forth in the Comprehensive Plan, for Zone D. The City shall
15 provide sufficient Data and Analysis information with the
16 associated Comprehensive Plan amendments to ensure that the
17 City's status as a dense urban land area (DULA) is maintained
18 after annexation.

ATTACHMENT 3 TO ORDINANCE NO. 0-09-34

Transportation Mobility Element

Objective 3.1 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 system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.

- Policies
- 3.1.1 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.
 - 3.1.2 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.
 - 3.1.3 By 2005, the City shall evaluate the citywide bus stops 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.
 - 3.1.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.
 - 3.1.5 The City shall support expansion of the BusCard Pass membership to include Shands employees, and consider establishing a program that would provide one to more city residents.
 - 3.1.6 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 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.

- 1 Policies 7.1.1 The maximum number of travel lanes for a new or widened street
2 within city limits shall not exceed 4 travel lanes.
3
- 4 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure
5 that intersections are safe for all modes of travel.
6
- 7 7.1.3 The City shall amend its Land Development Code to ensure that
8 parking standards are adequate to meet the needs of the
9 community.
10
- 11 7.1.4 The City shall encourage new public and private schools to provide
12 bicycle and pedestrian connections to nearby residentially
13 designated lands.
14
- 15 7.1.5 The City shall use the Transportation Concurrency Exception Area
16 as shown in the Transportation Mobility Element map series to
17 encourage redevelopment within the city, and to promote
18 transportation choices.
19
- 20 7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway
21 System and LOS "D" for State two-way arterials. Development
22 within the Gainesville Transportation Concurrency Exception Area
23 (TCEA) shall be regulated as shown in the Concurrency
24 Management Element.
25
- 26 7.1.7 The City shall adopt LOS "E" for non-state streets (including non-
27 state streets functioning as arterials) which are city-maintained
28 facilities in the street network. Development within the
29 Gainesville TCEA shall be regulated as shown in the Concurrency
30 Management Element.
31
- 32 7.1.8 The City shall adopt LOS "D" for non-state streets which are
33 Alachua County-maintained facilities in the street network, as
34 shown in the "Average Annual Daily Traffic Level of Service
35 Report". Development within the Gainesville TCEA shall be
36 regulated as shown in the Concurrency Management Element.
37
- 38 7.1.9 Whenever redevelopment or reuse of a site would result in the
39 combination of one or more parcels of land that had previously
40 operated as separate uses, having separate driveways and parking,
41 which are now proposed to operate jointly or to share parking
42 facilities, the total number and location and width of driveways
43 shall be reviewed. In order to reduce access points on the street
44 system, driveways shall be eliminated when the area served can be
45 connected within the site.
46

- 1 7.1.10 The City shall coordinate the transportation network with the
2 Future Land Uses shown on the Future Land Use Map Series in
3 order to encourage compact development patterns and to provide
4 safe and convenient access for work, school, shopping and service-
5 related trips to protect the cultural and environmental amenities of
6 the City, and to protect the integrity of the Florida Intrastate
7 Highway System.
8
- 9 7.1.11 Transportation concurrency exceptions granted within the TCEA
10 shall not relieve UF from meeting the requirements of 240.155 F.S.
11 and the levels of service established for streets within the UF
12 transportation impact area.
13
- 14 7.1.12 The City shall work with and encourage large employers to
15 develop incentives to offer employees to reduce single-occupant
16 vehicle trips to work, such as flex hours, subsidized transit passes
17 or parking cash-out policies, for their employees.
18
- 19 ~~7.1.13 Outside the Transportation Concurrency Exception Area, any new~~
20 ~~development or change of use of an existing building or building~~
21 ~~complex along a state or county maintained arterial or collector in~~
22 ~~the GUATS network which has a median AADT within 85 percent~~
23 ~~of maximum service volumes allowed at LOS "D" when calculated~~
24 ~~using Art plan analysis and any City maintained collector in the~~
25 ~~GUATS network which has a median AADT within 85 percent of~~
26 ~~maximum service volumes allowed at "E" when calculated using~~
27 ~~Art plan analysis shall require the owner to provide transportation~~
28 ~~improvements that improve transportation choice, if needed, such~~
29 ~~as parking for bicycles, sidewalk connections from the building(s)~~
30 ~~to the public sidewalk, completion of public sidewalk from~~
31 ~~property to existing sidewalks or nearest intersection, and closing~~
32 ~~of poorly located, overly wide or duplicative curb cuts. New~~
33 ~~development shall orient buildings to face the primary street when~~
34 ~~feasible to enhance pedestrian access.~~

ATTACHMENT 4 TO ORDINANCE NO. 0-09-34

Capital Improvements Element

Objective 1.2 The City shall continue to ensure the provisions of services and facilities needed to meet and maintain the LOS standards adopted in this Plan.

- Policies
- 1.2.1 The City shall continue to use the concurrency management system to issue final development orders conditioned on the following:
- a. The availability of existing public facilities associated with the adopted LOS standards;
 - b. The funding of public facilities (based on existing or projected funding sources) listed in the 5-Year Schedule of Capital Improvements that are needed to maintain adopted LOS standards.
- 1.2.2 If the projected revenues to support capital improvements become unavailable, the City shall amend the relevant LOS standards in the Comprehensive Plan or prohibit any development that would lower the adopted LOS standards.
- 1.2.3 The City shall continue operation of its Concurrency Management System. The Concurrency Management System is used to determine whether adequate facilities exist, when the impacts of development are expected to occur, to maintain adopted LOS standards set in the Comprehensive Plan. The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development.
- 1.2.4 The concurrency requirements for potable water, solid waste, stormwater management, and wastewater shall be met by any one of the following standards:
- a. The necessary facilities and services are in place at the time a final development order is issued;
 - b. A final development order is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur;

1 c. The necessary facilities are under construction and bonded
2 for completion at the time a final development order is
3 issued;

4
5 d. The necessary facilities and services are guaranteed in an
6 enforceable development agreement, that includes the
7 provisions listed in Policy 1.2.4 (a-c), which guarantee is
8 secured by a completion bond, letter of credit, or other
9 security acceptable to the City Attorney. The agreement
10 must guarantee that the necessary facilities and services
11 will be in place when the impacts of the development
12 occur.

13
14 1.2.5 The concurrency requirement for recreation shall be met by any
15 one of the standards listed in Policy 1.2.4 or by either of the
16 following standards:

17
18 a. The necessary facilities and services are the subject of an
19 executed binding contract, bonded for completion and
20 which is acceptable to the City Attorney which provides for
21 the start of construction of the required facilities, or
22 provision of the services, within one year of the issuance of
23 the final development order;

24
25 b. The necessary facilities and services are guaranteed in an
26 enforceable development agreement requiring
27 commencement of actual construction of the facilities or
28 provision of services within one year from issuance of the
29 applicable development order, which guarantee is secured
30 by a completion bond, letter of credit, or other security
31 acceptable to the City Attorney.

32
33 1.2.6 The City shall adopt the following LOS standards for public
34 facilities within its jurisdiction as indicated in the relevant
35 Elements of its Comprehensive Plan:

36
37 Transportation Mobility: Policies 3.2.3, 7.1.6, 7.1.7, 7.1.8, 7.1.11, ~~7.1.13~~

38 Stormwater: Policy 1.1.1

39 Potable Water: Policy 1.1.1

40 Wastewater: Policy 1.1.2

41 Recreation: Policy 1.1.1

42 Solid Waste: Policy 1.4.1

43 Concurrency Management: Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4,
44 1.1.5, 1.1.6, 1.1.7, 1.1.9, ~~1.1.10~~
45 1.1.11, 1.1.13, 1.1.14, 1.1.15

46 Public School Facilities Policy 2.2.1

((Note to codifier: The Mass Transit and Transportation Mobility sections of Table 14: 5-Year Schedule of Capital Improvements (FY07/08 – 11/12)(in \$1,000s) are amended as follows. Except as amended herein, Table 14 remains in full force and effect.))

**TABLE 14: 5-Year Schedule of Capital Improvements (FY 07/08 – 11/12
09/10-13/14) (in \$1,000s)**

<u>No.</u>	<u>Project Description</u>	<u>Projected Total Cost</u>	<u>Cost to the City</u>	<u>FY1 Schedule</u>	<u>General Location</u>	<u>Revenue Sources</u>	<u>Consistency with Other Elements</u>
	Mass Transit						
1.	2 New buses for Route 62	730 800	730 800	2011/2012 2013/2014	See Map 6 TCEA Zones B&M	FDOT; Federal Transit Administration; TCEA; proportionate fair share funds	Yes
2.	1 New bus for Route 21	365 370	365 370	2011/2012	See Map 6	FDOT; Federal Transit Administration; TCEA; proportionate fair share funds	Yes
3.	Added bus service NW 39 th Ave./NW 43 rd St. area	30 902	30 902	2008/2009 2011/2012	See Map 6	TCEA; proportionate fair-share funds	Yes
4.	Transit Route 35	440 440 440 440	440 440 440 440	2008/2009 2009/2010 2010/2011 2011/2012	See Map 6	Local Option Fuel Tax (5 cents)	Yes
5.	<u>Articulated buses</u>	<u>5,600</u>	<u>5,600</u>	<u>2020</u>	<u>TCEA Zones B&M</u>	<u>TCEA or developer contributions</u>	<u>Yes</u>

6.	<u>New or expanded bus maintenance and operations facility phased program</u> <u>Phase 1 (new facility to maintain & store 50 buses)</u> <u>Phase 2 (expand to maintain & store 50 additional buses)</u> <u>Phase 3 (expand to maintain & store 65 additional buses)</u> <u>Phase 4 (expand to maintain & store 65 additional buses)</u>	<u>50,000</u>	<u>50,000</u>	<u>2030</u> <u>2011</u> <u>2014</u> <u>2020</u> <u>2025</u>	<u>Not located yet</u>	<u>Developer contributions and city & county funding; \$4.3 million from SAFETEA-LU funding is available to begin expanding the maintenance facility</u>	<u>Yes</u>
7.	<u>3 transit superstops with turnout facilities; 1 transit superstop funded for construction 6/10</u>	<u>750</u>	<u>750</u>	<u>No date</u>	<u>Not located yet</u>	<u>TCEA or developer contributions & federal funding</u>	<u>Yes</u>
8	<u>Park and Ride facility in SW area</u>	<u>850</u>	<u>850</u>	<u>No date</u>	<u>SW Archer Rd./I-75 area</u>	<u>TCEA or developer contributions</u>	<u>Yes</u>
9	<u>2 new buses for Route 22</u>	<u>800</u>	<u>800</u>	<u>2012/2013</u>	<u>Zone M</u>	<u>TCEA or developer contributions and FTA funding</u>	<u>Yes</u>
	Transportation Mobility						
27.	Traffic Management System	7,478 5,826 4,500 400	2,019 1,573 1,215 108	2007/2008 2008/2009 2009/2010 2010/2011	Citywide	2005 CIRB; TRIP; Alachua County; UF	Yes

28.	SW 40 th Blvd. extension roadway design	77.08	77.08	2007/2008	See Map 6	TCEA & Developer Agreement revenues on account	Yes
29.	Sidewalk connection: NW 53 rd Ave. from Sorrento to NW 24 th Blvd.	180	180	2010/2011	See Map 6	TCEA revenues	Yes
30.	Depot Avenue, Phase II	682.3 500 100	682.3 500 100	2007/2008 2008/2009 2009/2010	See Map 6	Local Option Fuel Tax (5 cents); 2007 City bond; & LAP	Yes
31.	Depot Avenue, Phase III	4,735.9	4,735.9	2008/2009	See Map 6	Local Option Fuel Tax (5 cents); LAP	Yes
32.	SE 4 th Street Reconstruction	600 600 250	600 600 250	2008/2009 2010/2011 2011/2012	See Map 6	Local Option Fuel Tax (5 cents)	Yes
33.	NW 45 th Avenue sidewalk	75	75	2008/2009	See Map 6	Local Option Fuel Tax (5 cents)	Yes
34.	SW 35 th Place sidewalk	100 420	100 420	2009/2010 2010/2011	See Map 6	Local Option Fuel Tax (5 cents) & TCEA revenues	Yes
35.	Roundabout at SW 35 th Place/SW 23 rd Terrace	120 1,180	120 1,180	2008/2009 2009/2010	See Map 6	Local Option Fuel Tax (5 cents)	Yes
36.	NW 8 th Avenue resurfacing	360 3,640	360 3,640	2009/2010 2010/2011	See Map 6	Local Option Fuel Tax (5 cents)	Yes
37.	NE 8 th Avenue resurfacing	30 270	30 270	2008/2009 2009/2010	See Map 6	Local Option Fuel Tax (5 cents)	Yes
38.	NW 34 th St. sidewalk from NW 39 th Ave. to US 441	600	600	2011/2012	See Map 6	Projected Proportionate Fair-Share Funds	Yes

<u>39.</u>	<u>Hull Road Extension; partial construction by Canopy development</u>	<u>10,600</u>	<u>10,600</u>	<u>2020</u>	<u>TCEA Zone M</u>	<u>TCEA or developer contributions</u>	<u>Yes</u>
<u>40.</u>	<u>SW 62nd Blvd. Extension (with BRT facilities)</u>	<u>100,000</u>	<u>100,000</u>	<u>2020</u>	<u>TCEA Zones B&M</u>	<u>TCEA or developer contributions and federal funds</u>	<u>Yes</u>
<u>41.</u>	<u>SW 40th Blvd. extension construction</u>	<u>3,000</u>	<u>3,000</u>	<u>2020</u>	<u>See Map 6</u>	<u>TCEA & Developer Agreement revenues on account</u>	<u>Yes</u>

1 ¹Fiscal year for the City of Gainesville is October 1 through September 30 of the following year.

2

3 Source: GRU Capital Budget Detail Report FY 2008-2012; Recreation Department, 2008; Public
4 Works Department, 2008 and 2009.