

**APPENDIX A:
EXISTING/FUNDED AREA TRANSIT
SERVICE**

ROUTE 6

DOWNTOWN TO U.A.T.C. VIA 56TH STREET

WEEKDAYS NORTHBOUND TO U.A.T.C.

Marion Transit Center MTC LEAVE	21st Avenue & 15th Street A	HARTline Operations Facility B	netp@rk Transfer Center C ARRIVE	netp@rk Transfer Center C LEAVE	56th Street & Busch Boulevard D	Fowler Avenue & 50th Street E	University Area Transit Center F ARRIVE
4:30	4:38	4:47	4:59	5:09	5:25	5:33	5:47
5:00	5:08	5:17	5:29	5:39	5:55	6:03	6:17
5:30	5:38	5:47	5:59	6:09	6:25	6:33	6:47
6:00	6:08	6:17	6:29	6:39	6:55	7:03	7:17
6:30	6:38	6:47	6:59	7:09	7:25	7:33	7:47
7:00	7:08	7:17	7:29	7:39	7:55	8:03	8:17
7:30	7:38	7:47	7:59	8:09	8:25	8:33	8:47
8:00	8:08	8:17	8:29	8:39	8:55	9:03	9:17
8:30	8:38	8:47	8:59	9:09	9:25	9:33	9:47
9:00	9:08	9:17	9:29	9:39	9:55	10:03	10:17
9:30	9:38	9:47	9:59	10:09	10:25	10:33	10:47
10:00	10:08	10:17	10:29	10:39	10:55	11:03	11:17
10:30	10:38	10:47	10:59	11:09	11:25	11:33	11:47
11:00	11:08	11:17	11:29	11:39	11:55	12:03	12:17
11:30	11:38	11:47	11:59	12:09	12:25	12:33	12:47
12:00	12:08	12:17	12:29	12:39	12:55	1:03	1:17
12:30	12:38	12:47	12:59	1:09	1:25	1:33	1:47
1:00	1:08	1:17	1:29	1:39	1:55	2:03	2:17
1:30	1:38	1:47	1:59	2:09	2:25	2:33	2:47
2:00	2:08	2:17	2:29	2:39	2:55	3:03	3:17
2:30	2:38	2:47	2:59	3:09	3:25	3:33	3:47
3:00	3:08	3:17	3:29	3:39	3:55	4:03	4:17
3:30	3:38	3:47	3:59	4:09	4:25	4:33	4:47
4:00	4:08	4:17	4:29	4:39	4:55	5:03	5:17
4:30	4:38	4:47	4:59	5:09	5:25	5:33	5:47
5:00	5:08	5:17	5:29	5:39	5:55	6:03	6:17
5:30	5:38	5:47	5:59	6:09	6:25	6:33	6:47
6:00	6:08	6:17	6:29	6:39	6:55	7:03	7:17
6:30	6:38	6:47	6:59	7:09	7:25	7:33	7:47
7:00	7:08	7:17	7:29	7:39	7:55	8:03	8:17
7:30	7:38	7:47	7:59	8:09	8:25	8:33	8:47
8:00	8:08	8:17	8:29	8:39	8:55	9:03	9:17
8:30	8:38	8:47	8:59	9:09	9:25	9:33	9:47
9:00	9:08	9:17	9:29	9:39	9:55	10:03	10:17
9:30	9:38	9:47	9:59	10:09	10:25	10:33	10:47
10:00	10:08	10:17	10:29	10:39	10:55	11:03	11:17
10:30	10:38	10:47	10:59	11:09	11:25	11:33	11:47
11:00	11:08	11:17	11:29	11:39	11:55	12:03	12:17
11:30	11:38	11:47	11:59	12:09	12:25	12:33	12:47
12:10	12:18	12:27	12:39	12:49	1:05	1:13	1:27

☐ Indicates PM Hours

ROUTE 6

U.A.T.C. TO DOWNTOWN VIA 56TH STREET

WEEKDAYS SOUTHBOUND TO DOWNTOWN

University Area Transit Center	Fowler Avenue & 50th Street	56th Street & Busch Boulevard	netp@rk Transfer Center	HARTline Operations Facility	21st Avenue & 15th Street	Marion Transit Center
F ▶ LEAVE	E ▶	D ▶	C ▶ ARRIVE	C ▶ LEAVE	B ▶	A ▶ MTC ARRIVE
4:30	4:44	4:50	5:00	5:09	5:18	5:37
5:00	5:14	5:20	5:30	5:39	5:48	6:07
5:30	5:44	5:50	6:00	6:09	6:18	6:37
6:00	6:16	6:22	6:34	6:44	6:54	7:13
6:30	6:46	6:52	7:04	7:14	7:24	7:43
7:00	7:16	7:22	7:34	7:44	7:54	8:13
7:30	7:46	7:52	8:04	8:14	8:24	8:43
8:00	8:16	8:22	8:34	8:44	8:54	9:13
8:30	8:44	8:50	9:01	9:10	9:19	9:38
9:00	9:14	9:20	9:31	9:40	9:49	10:08
9:30	9:44	9:50	10:01	10:10	10:19	10:38
10:00	10:14	10:20	10:31	10:40	10:49	11:08
10:30	10:44	10:50	11:01	11:10	11:19	11:38
11:00	11:14	11:20	11:31	11:40	11:49	12:08
11:30	11:44	11:50	12:01	12:10	12:19	12:38
12:00	12:14	12:20	12:31	12:40	12:49	1:08
12:30	12:44	12:50	1:01	1:10	1:19	1:38
1:00	1:14	1:20	1:31	1:40	1:49	2:08
1:30	1:44	1:50	2:01	2:10	2:19	2:38
2:00	2:14	2:20	2:31	2:40	2:49	3:08
2:30	2:44	2:50	3:01	3:10	3:19	3:38
3:00	3:16	3:22	3:34	3:44	3:54	4:13
3:30	3:46	3:52	4:04	4:14	4:24	4:43
4:00	4:16	4:22	4:34	4:44	4:54	5:13
4:30	4:46	4:52	5:04	5:14	5:24	5:43
5:00	5:16	5:22	5:34	5:44	5:54	6:13
5:30	5:46	5:52	6:04	6:14	6:24	6:43
6:00	6:16	6:22	6:34	6:44	6:54	7:13
6:30	6:45	6:51	7:02	7:12	7:21	7:40
7:00	7:15	7:21	7:32	7:42	7:51	8:10
7:30	7:45	7:51	8:02	8:12	8:21	8:40
8:00	8:14	8:20	8:30	8:39	8:48	9:07
9:00	9:14	9:20	9:30	9:39	9:48	10:07
10:00	10:14	10:20	10:30	10:39	10:48	11:07
11:00	11:14	11:20	11:30	11:39	11:48	12:07
12:00	12:14	12:20	12:30	12:39	12:48	1:07

☐ Indicates PM Hours

ROUTE 6

DOWNTOWN TO U.A.T.C. VIA 56TH STREET

SATURDAYS NORTHBOUND TO U.A.T.C.

Marion Transit Center MTC LEAVE	21st Avenue & 15th Street A	HARTline Operations Facility B	netp@rk Transfer Center C ARRIVE	netp@rk Transfer Center C LEAVE	56th Street & Busch Boulevard D	Fowler Avenue & 50th Street E	University Area Transit Center F ARRIVE
6:35	6:44	6:53	7:05	7:08	7:23	7:32	7:46
7:35	7:44	7:53	8:05	8:08	8:23	8:32	8:46
8:35	8:44	8:53	9:05	9:08	9:23	9:32	9:46
9:35	9:44	9:53	10:05	10:08	10:23	10:32	10:46
10:35	10:44	10:53	11:05	11:08	11:23	11:32	11:46
11:35	11:44	11:53	12:05	12:08	12:23	12:32	12:46
12:35	12:44	12:53	1:05	1:08	1:23	1:32	1:46
1:35	1:44	1:53	2:05	2:08	2:23	2:32	2:46
2:35	2:44	2:53	3:05	3:08	3:23	3:32	3:46
3:35	3:44	3:53	4:05	4:08	4:23	4:32	4:46
4:35	4:44	4:53	5:05	5:08	5:23	5:32	5:46
5:35	5:44	5:53	6:05	6:08	6:23	6:32	6:46
6:35	6:44	6:53	7:05	7:08	7:23	7:32	7:46
7:35	7:44	7:53	8:05	8:08	8:23	8:32	8:46
8:35	8:44	8:53	9:05	9:08	9:23	9:32	9:46

SUNDAYS NORTHBOUND TO U.A.T.C.

6:50	6:59	7:08	7:19	7:24	7:39	7:46	8:00
7:50	7:59	8:08	8:19	8:24	8:39	8:46	9:00
8:50	8:59	9:08	9:19	9:24	9:39	9:46	10:00
9:50	9:59	10:08	10:19	10:24	10:39	10:46	11:00
10:50	10:59	11:08	11:19	11:24	11:39	11:46	12:00
11:50	11:59	12:08	12:19	12:24	12:39	12:46	1:00
12:50	12:59	1:08	1:19	1:24	1:39	1:46	2:00
1:50	1:59	2:08	2:19	2:24	2:39	2:46	3:00
2:50	2:59	3:08	3:19	3:24	3:39	3:46	4:00
3:50	3:59	4:08	4:19	4:24	4:39	4:46	5:00
4:50	4:59	5:08	5:19	5:24	5:39	5:46	6:00
5:50	5:59	6:08	6:19	6:24	6:39	6:46	7:00
6:50	6:59	7:08	7:19	7:24	7:39	7:46	8:00
7:50	7:59	8:08	8:19	8:24	8:39	8:46	9:00
8:50	8:59	9:08	9:19	9:24	9:39	9:46	10:00

☐ Indicates PM Hours

ROUTE 6

U.A.T.C. TO DOWNTOWN VIA 56TH STREET

SATURDAYS SOUTHBOUND TO DOWNTOWN

University Area Transit Center	Fowler Avenue & 50th Street	56th Street & Busch Boulevard	netp@rk Transfer Center	HARTline Operations Facility	21st Avenue & 15th Street	Marion Transit Center
F ▶ LEAVE	E ▶	D ▶	C ▶ ARRIVE	C ▶ LEAVE	B ▶	A ▶ MTC ARRIVE
7:00	7:12	7:19	7:35	7:37	7:49	8:08
8:00	8:12	8:19	8:35	8:37	8:49	9:08
9:00	9:12	9:19	9:35	9:37	9:49	10:08
10:00	10:12	10:19	10:35	10:37	10:49	11:08
11:00	11:12	11:19	11:35	11:37	11:49	12:08
12:00	12:12	12:19	12:35	12:37	12:49	1:08
1:00	1:12	1:19	1:35	1:37	1:49	2:08
2:00	2:12	2:19	2:35	2:37	2:49	3:08
3:00	3:12	3:19	3:35	3:37	3:49	4:08
4:00	4:12	4:19	4:35	4:37	4:49	5:08
5:00	5:12	5:19	5:35	5:37	5:49	6:08
6:00	6:12	6:19	6:35	6:37	6:49	7:08
7:00	7:12	7:19	7:35	7:37	7:49	8:08
8:00	8:12	8:19	8:35	8:37	8:49	9:08
9:00	9:12	9:19	9:35	9:37	9:49	10:08

SUNDAYS SOUTHBOUND TO DOWNTOWN

7:15	7:27	7:33	7:48	7:53	8:04	8:12	8:23
8:15	8:27	8:33	8:48	8:53	9:04	9:12	9:23
9:15	9:27	9:33	9:48	9:53	10:04	10:12	10:23
10:15	10:27	10:33	10:48	10:53	11:04	11:12	11:23
11:15	11:27	11:33	11:48	11:53	12:04	12:12	12:23
12:15	12:27	12:33	12:48	12:53	1:04	1:12	1:23
1:15	1:27	1:33	1:48	1:53	2:04	2:12	2:23
2:15	2:27	2:33	2:48	2:53	3:04	3:12	3:23
3:15	3:27	3:33	3:48	3:53	4:04	4:12	4:23
4:15	4:27	4:33	4:48	4:53	5:04	5:12	5:23
5:15	5:27	5:33	5:48	5:53	6:04	6:12	6:23
6:15	6:27	6:33	6:48	6:53	7:04	7:12	7:23
7:15	7:27	7:33	7:48	7:53	8:04	8:12	8:23
8:15	8:27	8:33	8:48	8:53	9:04	9:12	9:23

☐ Indicates PM Hours

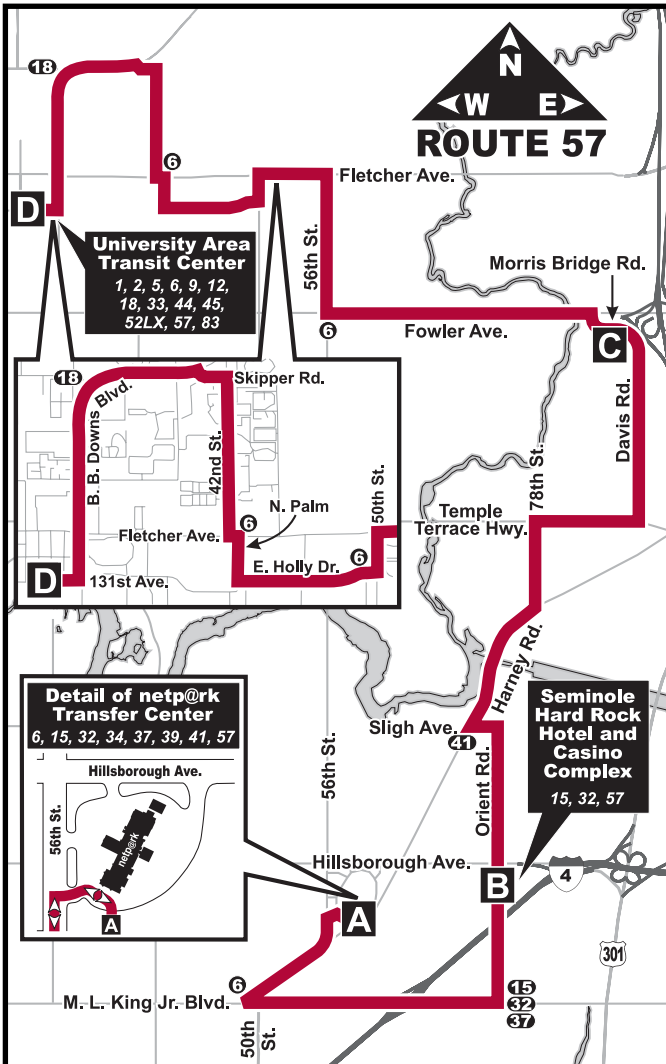


U.A.T.C./TEMPLE TERRACE/netp@rk

University Area Transit Center to netp@rk via Temple Terrace

Destinations:

netp@rk, Florida State Fairgrounds, Seminole Hard Rock Hotel and Casino Complex, U.S.F., U.S.F. Sun Dome, Tampa Bay Tech, University Community Hosp., Veteran's Administration Hospital, University Area Transit Center





netp@rk TO UNIVERSITY AREA TRANSIT CENTER VIA TEMPLE TERRACE

WEEKDAYS NORTHBOUND TO U.A.T.C.

netp@rk Transfer Center A ▶ LEAVE	Seminole Hard Rock Hotel and Casino Complex B ▶	Boardwalk @ Morris Bridge Rd. C ▶	University Area Transit Center D ▶ ARRIVE
4:30	4:45	4:57	5:19
5:30	5:45	5:57	6:19
6:30	6:45	6:57	7:19
7:30	7:45	7:57	8:19
8:30	8:45	8:57	9:19
9:30	9:45	9:57	10:19
10:30	10:45	10:57	11:19
11:30	11:45	11:57	12:19
12:30	12:45	12:57	1:19
1:30	1:45	1:57	2:19
2:30	2:45	2:57	3:19
3:30	3:45	3:57	4:19
4:30	4:45	4:57	5:19
5:30	5:45	5:57	6:19
6:30	6:45	6:57	7:19
7:30	7:45	7:57	8:19
8:30	8:45	8:57	9:19

☐ Indicates PM Hours



UNIVERSITY AREA TRANSIT CENTER TO netp@rk VIA TEMPLE TERRACE

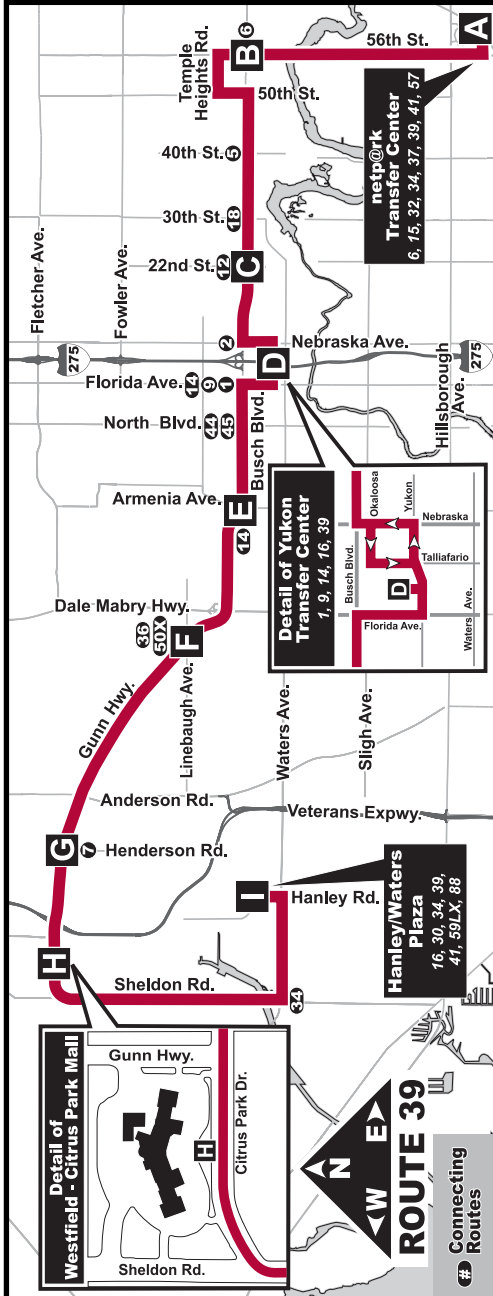
WEEKDAYS SOUTHBOUND TO netp@rk

University Area Transit Center D ▶ LEAVE	Boardwalk @ Morris Bridge Rd. C ▶	Seminole Hard Rock Hotel and Casino Complex B ▶	netp@rk Transfer Center A ▶ ARRIVE
5:30	5:49	6:06	6:21
6:30	6:49	7:06	7:21
7:30	7:49	8:06	8:21
8:30	8:49	9:06	9:21
9:30	9:49	10:06	10:21
10:30	10:49	11:06	11:21
11:30	11:49	12:06	12:21
12:30	12:49	1:06	1:21
1:30	1:49	2:06	2:21
2:30	2:49	3:06	3:21
3:30	3:49	4:06	4:21
4:30	4:49	5:06	5:21
5:30	5:49	6:06	6:21
6:30	6:49	7:06	7:21
7:30	7:49	8:06	8:21
8:30	8:49	9:06	9:21
9:30	9:49	10:06	10:21

☐ Indicates PM Hours

ROUTE 39

BUSCH BOULEVARD



Town 'N Country/
Citrus Park
to
net@rk
via
Busch Boulevard

- Destinations:*
- King High School
 - Temple Terrace
 - Tampa Tech
 - Busch Gardens
 - Yukon Transfer Center
 - Northgate Shopping Center
 - State of Florida and Hillsborough County One Stop Resource Center
 - Chamberlain High School
 - Super Wal-Mart
 - Westfield - Citrus Park Mall
 - Hanley/Waters Plaza



netp@rk TO HANLEY AND WATERS / CITRUS PARK VIA BUSCH BLVD.

WEEKDAYS WESTBOUND TO TOWN 'N COUNTRY

netp@rk Transfer Center		Busch Boulevard & 56th Street		Busch Boulevard & 22nd Street		Yukon Transfer Center		Busch Boulevard & Armenia Avenue		Gunn Highway & Linebaugh Avenue		Wal-Mart @ Henderson Rd.		Westfield Citrus Park Mall		Hanley/Waters Plaza																			
A ▶	B ▶	C ▶	D ▶	D ▶	E ▶	F ▶	G ▶	H ▶	I ▶																										
LEAVE																	ARRIVE	LEAVE																	ARRIVE
4:55	5:05	5:15	5:23	5:28	5:36	5:40	5:50	5:57	6:11									6:11																	
5:25	5:35	5:45	5:53	5:58	6:06	6:10	6:20	6:27	6:41									6:41																	
5:55	6:05	6:15	6:23	6:28	6:36	6:40	6:50	6:57	7:11									7:11																	
6:25	6:35	6:46	6:54	6:59	7:08	7:13	7:23	7:30	7:45									7:45																	
6:55	7:05	7:16	7:24	7:29	7:38	7:43	7:53	8:00	8:15									8:15																	
7:25	7:35	7:46	7:54	7:59	8:08	8:13	8:23	8:30	8:45									8:45																	
7:55	8:05	8:16	8:24	8:29	8:38	8:43	8:53	9:00	9:15									9:15																	
8:55	9:05	9:16	9:24	9:29	9:38	9:43	9:53	10:00	10:15									10:15																	
9:55	10:06	10:16	10:24	10:29	10:37	10:41	10:51	10:59	11:12									11:12																	
10:55	11:06	11:16	11:24	11:29	11:37	11:41	11:51	11:59	12:12									12:12																	
11:55	12:06	12:16	12:24	12:29	12:37	12:41	12:51	12:59	1:12									1:12																	
12:55	1:06	1:16	1:24	1:29	1:37	1:41	1:51	1:59	2:12									2:12																	
1:55	2:06	2:16	2:24	2:29	2:37	2:41	2:51	2:59	3:12									3:12																	
2:55	3:06	3:16	3:24	3:29	3:37	3:41	3:51	3:59	4:12									4:12																	
3:25	3:36	3:47	3:56	4:01	4:12	4:17	4:28	4:35	4:50									4:50																	
3:55	4:06	4:17	4:26	4:31	4:42	4:47	4:58	5:05	5:20									5:20																	
4:25	4:36	4:47	4:56	5:01	5:12	5:17	5:28	5:35	5:50									5:50																	
4:55	5:06	5:17	5:26	5:31	5:42	5:47	5:58	6:05	6:20									6:20																	
5:25	5:36	5:47	5:56	6:01	6:12	6:17	6:28	6:35	6:50									6:50																	
5:55	6:06	6:17	6:26	6:31	6:42	6:47	6:58	7:05	7:20									7:20																	
6:55	7:05	7:15	7:23	7:28	7:36	7:41	7:52	7:59	8:13									8:13																	
7:55	8:05	8:15	8:23	8:28	8:36	8:41	8:52	8:59	9:13									9:13																	
8:55	9:05	9:15	9:23	9:28	9:36	9:41	9:52	9:59	10:13									10:13																	

☐ Indicates PM Hours



HANLEY AND WATERS / CITRUS PARK TO netp@rk VIA BUSCH BLVD.

WEEKDAYS EASTBOUND TO netp@rk

Hanley/Waters Plaza	Westfield Citrus Park Mall	Wal-Mart @ Henderson Rd.	Gunn Highway & Linebaugh Avenue	Busch Boulevard & Armenia Avenue	Yukon Transfer Center	Busch Boulevard & 22nd Street	Busch Boulevard & 56th Street	netp@rk Transfer Center	
L ▶	H ▶	G ▶	F ▶	E ▶	D ▶	D ▶	C ▶	B ▶	A ▶
LEAVE					ARRIVE	LEAVE			ARRIVE
5:30	5:41	5:47	5:56	6:01	6:08	6:13	6:20	6:30	6:38
6:00	6:12	6:19	6:29	6:34	6:42	6:47	6:55	7:06	7:16
6:30	6:42	6:49	6:59	7:04	7:12	7:17	7:25	7:36	7:46
7:00	7:12	7:19	7:29	7:34	7:42	7:47	7:55	8:06	8:16
7:30	7:42	7:49	7:59	8:04	8:12	8:17	8:25	8:36	8:46
8:00	8:12	8:19	8:29	8:34	8:42	8:47	8:55	9:06	9:16
8:30	8:42	8:49	8:59	9:04	9:12	9:17	9:25	9:36	9:46
9:00	9:12	9:18	9:28	9:33	9:40	9:45	9:52	10:02	10:10
9:30	9:42	9:48	9:58	10:03	10:10	10:15	10:22	10:32	10:40
10:30	10:42	10:48	10:58	11:03	11:10	11:15	11:22	11:32	11:40
11:30	11:42	11:48	11:58	12:03	12:10	12:15	12:22	12:32	12:40
12:30	12:42	12:48	12:58	1:03	1:10	1:15	1:22	1:32	1:40
1:30	1:42	1:48	1:58	2:03	2:10	2:15	2:22	2:32	2:40
2:30	2:42	2:48	2:58	3:03	3:10	3:15	3:22	3:32	3:40
3:30	3:42	3:49	3:58	4:03	4:11	4:16	4:24	4:35	4:45
4:00	4:12	4:19	4:28	4:33	4:41	4:46	4:54	5:05	5:15
4:30	4:42	4:49	4:58	5:03	5:11	5:16	5:24	5:35	5:45
5:00	5:12	5:19	5:28	5:33	5:41	5:46	5:54	6:05	6:15
5:30	5:42	5:49	5:58	6:03	6:11	6:16	6:24	6:35	6:45
6:00	6:11	6:17	6:26	6:31	6:38	6:43	6:50	7:00	7:08
6:30	6:41	6:47	6:56	7:01	7:08	7:13	7:20	7:30	7:38
7:00	7:11	7:17	7:26	7:31	7:38	7:43	7:50	8:00	8:08
7:30	7:41	7:47	7:56	8:01	8:08	8:13	8:20	8:30	8:38
8:30	8:41	8:47	8:56	9:01	9:08	9:13	9:20	9:30	9:38
9:30	9:41	9:47	9:56	10:01	10:08	10:13	10:20	10:30	10:38

☐ Indicates PM Hours



netp@rk TO HANLEY AND WATERS / CITRUS PARK VIA BUSCH BLVD.

SATURDAYS WESTBOUND TO TOWN 'N COUNTRY

netp@rk Transfer Center		Busch Boulevard & 56th Street		Busch Boulevard & 22nd Street		Yukon Transfer Center		Busch Boulevard & Armenia Avenue		Gunn Highway & Linebaugh Avenue		Wal-Mart @ Henderson Rd.		Westfield Citrus Park Mall		Hanley/Waters Plaza	
A ▶	B ▶	C ▶	D ▶	D ▶	E ▶	F ▶	G ▶	H ▶	I ▶								
LEAVE			ARRIVE	LEAVE									ARRIVE				
7:00	7:10	7:21	7:29	7:31	7:40	7:45	7:54	8:01	8:16								
8:00	8:10	8:21	8:29	8:31	8:40	8:45	8:54	9:01	9:16								
9:00	9:10	9:21	9:29	9:31	9:40	9:45	9:54	10:01	10:16								
10:00	10:10	10:21	10:29	10:31	10:40	10:45	10:54	11:01	11:16								
11:00	11:10	11:21	11:29	11:31	11:40	11:45	11:54	12:01	12:16								
12:00	12:10	12:21	12:29	12:31	12:40	12:45	12:54	1:01	1:16								
1:00	1:10	1:21	1:29	1:31	1:40	1:45	1:54	2:01	2:16								
2:00	2:10	2:21	2:29	2:31	2:40	2:45	2:54	3:01	3:16								
3:00	3:10	3:21	3:29	3:31	3:40	3:45	3:54	4:01	4:16								
4:00	4:10	4:21	4:29	4:31	4:40	4:45	4:54	5:01	5:16								
5:00	5:10	5:21	5:29	5:31	5:40	5:45	5:54	6:01	6:16								
6:00	6:10	6:21	6:29	6:31	6:40	6:45	6:54	7:01	7:16								
7:00	7:10	7:21	7:29	7:31	7:40	7:45	7:54	8:01	8:16								
8:00	8:10	8:21	8:29	8:31	8:40	8:45	8:54	9:01	9:16								

SUNDAYS WESTBOUND TO TOWN 'N COUNTRY

7:00	7:10	7:21	7:29	7:34	7:43	7:48	7:58	8:05	8:20								
8:00	8:10	8:21	8:29	8:34	8:43	8:48	8:58	9:05	9:20								
9:00	9:10	9:21	9:29	9:34	9:43	9:48	9:58	10:05	10:20								
10:00	10:10	10:21	10:29	10:34	10:43	10:48	10:58	11:05	11:20								
11:00	11:10	11:21	11:29	11:34	11:43	11:48	11:58	12:05	12:20								
12:00	12:10	12:21	12:29	12:34	12:43	12:48	12:58	1:05	1:20								
1:00	1:10	1:21	1:29	1:34	1:43	1:48	1:58	2:05	2:20								
2:00	2:10	2:21	2:29	2:34	2:43	2:48	2:58	3:05	3:20								
3:00	3:10	3:21	3:29	3:34	3:43	3:48	3:58	4:05	4:20								
4:00	4:10	4:21	4:29	4:34	4:43	4:48	4:58	5:05	5:20								
5:00	5:10	5:21	5:29	5:34	5:43	5:48	5:58	6:05	6:20								
6:00	6:10	6:21	6:29	6:34	6:43	6:48	6:58	7:05	7:20								
7:00	7:10	7:21	7:29	7:34	7:43	7:48	7:58	8:05	8:20								

☐ Indicates PM Hours



HANLEY AND WATERS / CITRUS PARK TO netp@rk VIA BUSCH BLVD.

SATURDAYS EASTBOUND TO netp@rk

Hanley/Waters Plaza	Westfield Citrus Park Mall	Wal-Mart @ Henderson Rd.	Gunn Highway & Linebaugh Avenue	Busch Boulevard & Armenia Avenue	Yukon Transfer Center	Busch Boulevard & 22nd Street	Busch Boulevard & 56th Street	netp@rk Transfer Center	
I ▶	H ▶	G ▶	F ▶	E ▶	D ▶	D ▶	C ▶	B ▶	A ▶
LEAVE					ARRIVE	LEAVE			ARRIVE
7:25	7:37	7:43	7:53	7:58	8:06	8:08	8:16	8:27	8:37
8:25	8:37	8:43	8:53	8:58	9:06	9:08	9:16	9:27	9:37
9:25	9:37	9:43	9:53	9:58	10:06	10:08	10:16	10:27	10:37
10:25	10:37	10:43	10:53	10:58	11:06	11:08	11:16	11:27	11:37
11:25	11:37	11:43	11:53	11:58	12:06	12:08	12:16	12:27	12:37
12:25	12:37	12:43	12:53	12:58	1:06	1:08	1:16	1:27	1:37
1:25	1:37	1:43	1:53	1:58	2:06	2:08	2:16	2:27	2:37
2:25	2:37	2:43	2:53	2:58	3:06	3:08	3:16	3:27	3:37
3:25	3:37	3:43	3:53	3:58	4:06	4:08	4:16	4:27	4:37
4:25	4:37	4:43	4:53	4:58	5:06	5:08	5:16	5:27	5:37
5:25	5:37	5:43	5:53	5:58	6:06	6:08	6:16	6:27	6:37
6:25	6:37	6:43	6:53	6:58	7:06	7:08	7:16	7:27	7:37
7:25	7:37	7:43	7:53	7:58	8:06	8:08	8:16	8:27	8:37
8:25	8:37	8:43	8:53	8:58	9:06	9:08	9:16	9:27	9:37
9:25	9:37	9:43	9:53	9:58	10:06	10:08	10:16	10:27	10:37
SUNDAYS EASTBOUND TO netp@rk									
7:25	7:37	7:43	7:53	7:58	8:06	8:08	8:16	8:27	8:37
8:25	8:37	8:43	8:53	8:58	9:06	9:08	9:16	9:27	9:37
9:25	9:37	9:43	9:53	9:58	10:06	10:08	10:16	10:27	10:37
10:25	10:37	10:43	10:53	10:58	11:06	11:08	11:16	11:27	11:37
11:25	11:37	11:43	11:53	11:58	12:06	12:08	12:16	12:27	12:37
12:25	12:37	12:43	12:53	12:58	1:06	1:08	1:16	1:27	1:37
1:25	1:37	1:43	1:53	1:58	2:06	2:08	2:16	2:27	2:37
2:25	2:37	2:43	2:53	2:58	3:06	3:08	3:16	3:27	3:37
3:25	3:37	3:43	3:53	3:58	4:06	4:08	4:16	4:27	4:37
4:25	4:37	4:43	4:53	4:58	5:06	5:08	5:16	5:27	5:37
5:25	5:37	5:43	5:53	5:58	6:06	6:08	6:16	6:27	6:37
6:25	6:37	6:43	6:53	6:58	7:06	7:08	7:16	7:27	7:37
7:25	7:37	7:43	7:53	7:58	8:06	8:08	8:16	8:27	8:37

☐ Indicates PM Hours



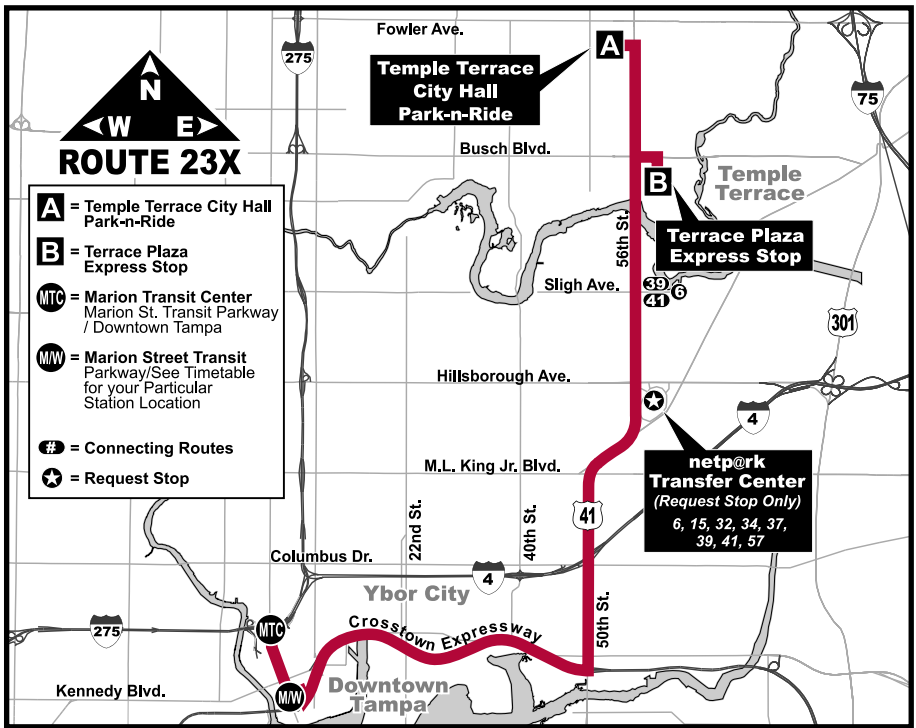
TEMPLE TERRACE EXPRESS

Temple Terrace
to
Downtown

Destinations:

Temple Terrace City Hall Park-n-Ride

Terrace Plaza Express Stop





TEMPLE TERRACE TO DOWNTOWN

WEEKDAYS SOUTHBOUND TO DOWNTOWN

Temple Terrace City Hall Park-n-Ride A	Terrace Plaza B	Marion Street & Washington Street M/W	Marion Transit Center MTC
LEAVE			ARRIVE
6:35 AM 7:05 AM	6:42 AM 7:12 AM	7:12 AM 7:42 AM	7:19 AM 7:49 AM



DOWNTOWN TO TEMPLE TERRACE

WEEKDAYS NORTHBOUND TO TEMPLE TERRACE

Marion Transit Center MTC	Marion Street & Whiting Street M/W	Terrace Plaza B	Temple Terrace City Hall Park-n-Ride A
LEAVE			ARRIVE
* 4:20 PM * 5:15 PM	4:27 PM 5:22 PM	4:57 PM 5:52 PM	5:07 PM 6:02 PM

* netp@rk served upon request

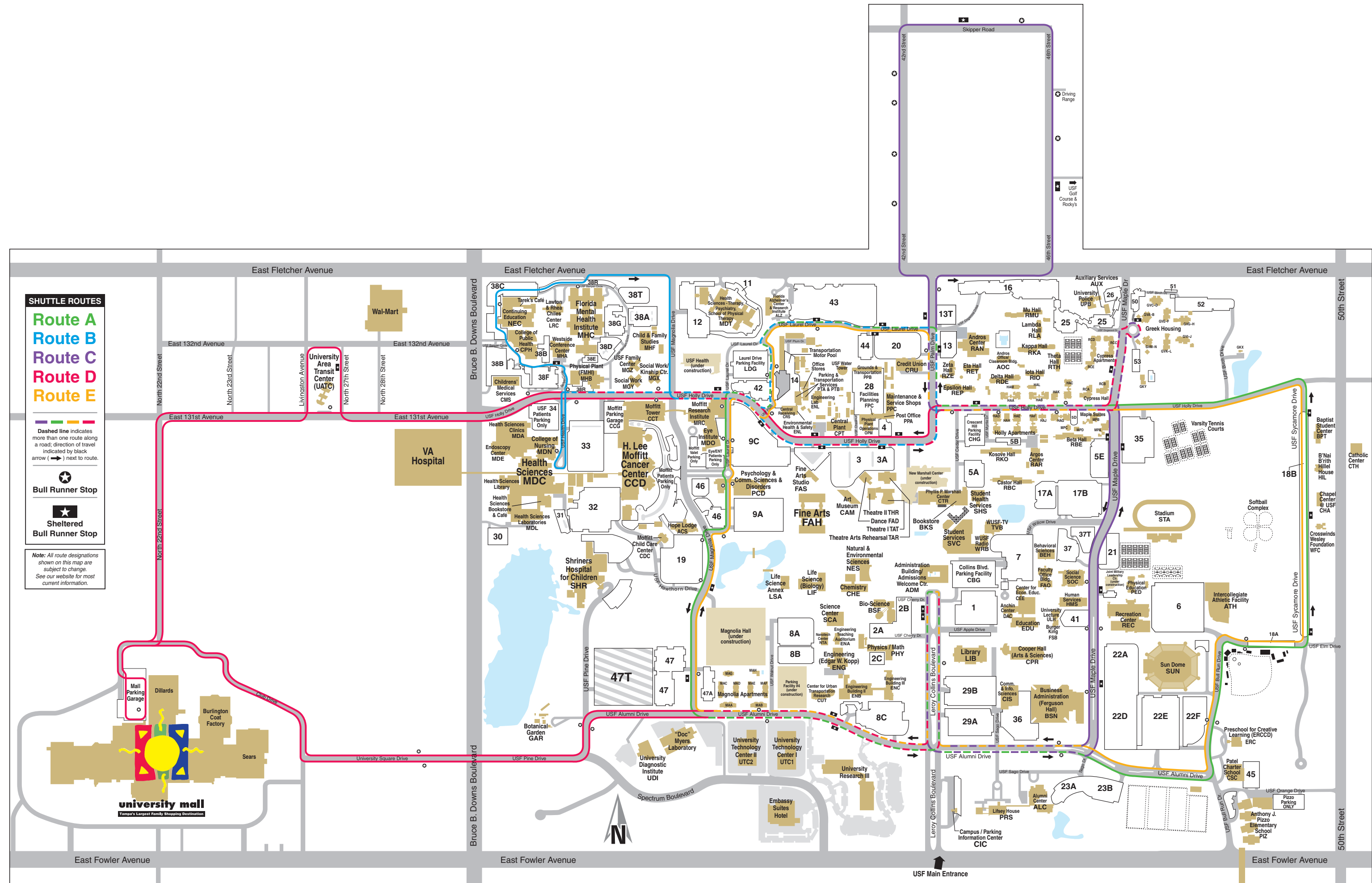
SHUTTLE ROUTES

- Route A
- Route B
- Route C
- Route D
- Route E

Dashed line indicates more than one route along a road; direction of travel indicated by black arrow (→) next to route.

- Bull Runner Stop
- Sheltered Bull Runner Stop

Note: All route designations shown on this map are subject to change. See our website for most current information.

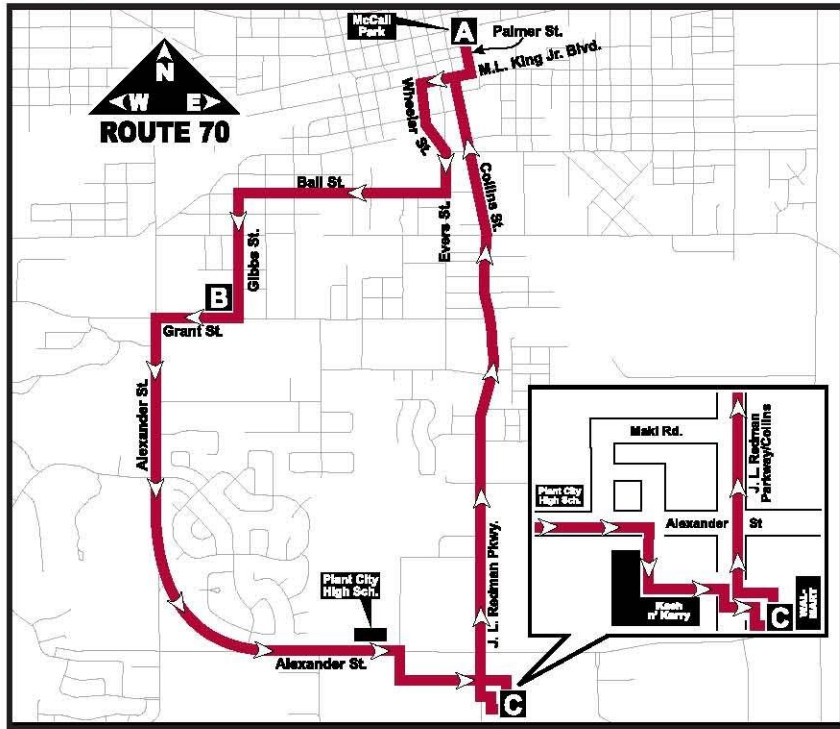


university mall
Tampa's Largest Family Shopping Destination



USF Main Entrance

ROUTE 70 STRAWBERRY EXPRESS SOUTHWEST PLANT CITY



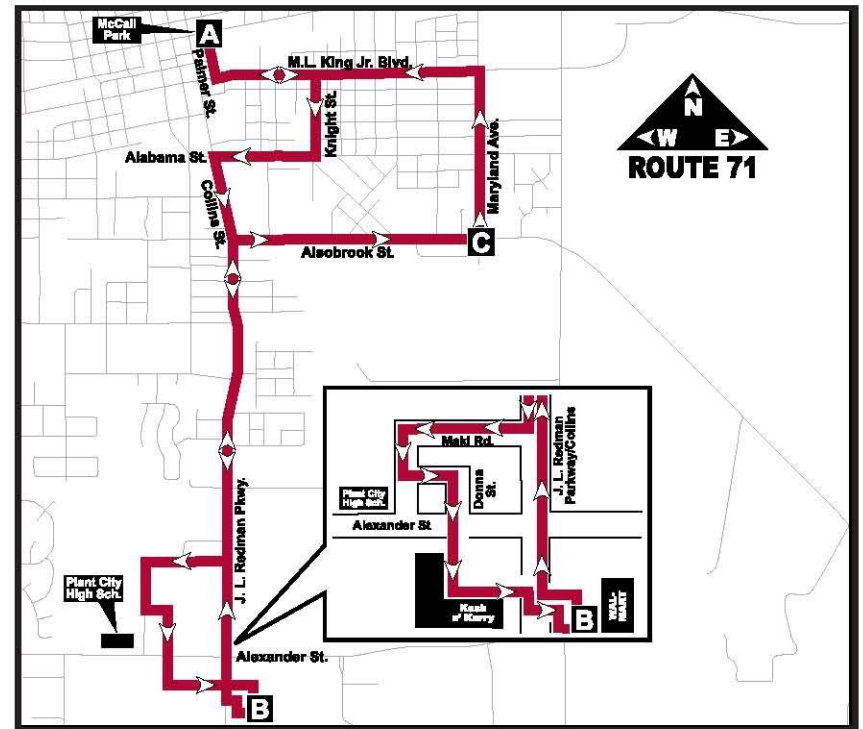
Destinations: McCall Park, Snowden Park, Plant City High School, Kmart @ Lake Walden Square Shopping Ctr., Wal-Mart Supercenter, Neighborhood Service Ctr.

WEEKDAYS SOUTHWEST FROM McCALL PARK

McCall Park A LEAVE	Grant Street & Gibbs Street B	Wal-Mart C	McCall Park A ARRIVE
9:00	9:05	9:14	9:25
10:00	10:05	10:14	10:25
11:00	11:05	11:14	11:25
12:00	12:05	12:14	12:25
1:00	1:05	1:14	1:25
2:00	2:05	2:14	2:25
3:00	3:05	3:14	3:25
4:00	4:05	4:14	4:25

Indicates PM Hours

ROUTE 71 STRAWBERRY EXPRESS SOUTHEAST PLANT CITY



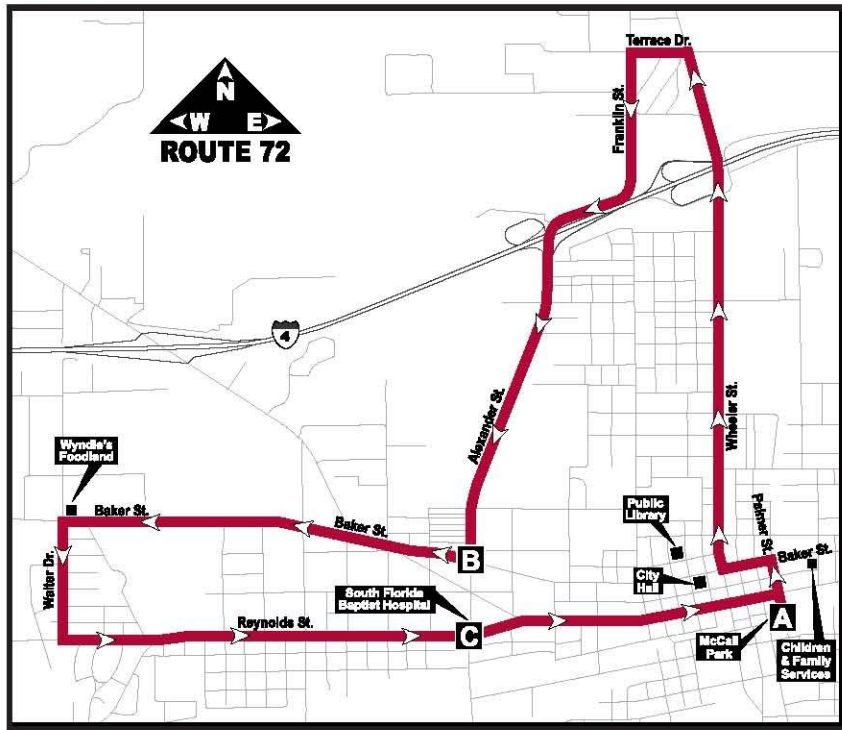
Destinations: McCall Park, Marshal Middle School, Dr. M.L.K. Jr. Rec. Ctr., Neighborhood Service Center, Kmart @ Lake Walden Square Shopping Center, Wal-Mart Supercenter, Plant City High School

WEEKDAYS SOUTHEAST FROM McCALL PARK

McCall Park A LEAVE	Wal-Mart B	Alsbrook St. & Maryland Ave. C	McCall Park A ARRIVE
9:30	9:43	9:50	9:55
10:30	10:43	10:50	10:55
11:30	11:43	11:50	11:55
12:30	12:43	12:50	12:55
1:30	1:43	1:50	1:55
2:30	2:43	2:50	2:55
3:30	3:43	3:50	3:55
4:30	4:43	4:50	4:55

Indicates PM Hours

ROUTE 72 STRAWBERRY EXPRESS NORTHWEST PLANT CITY



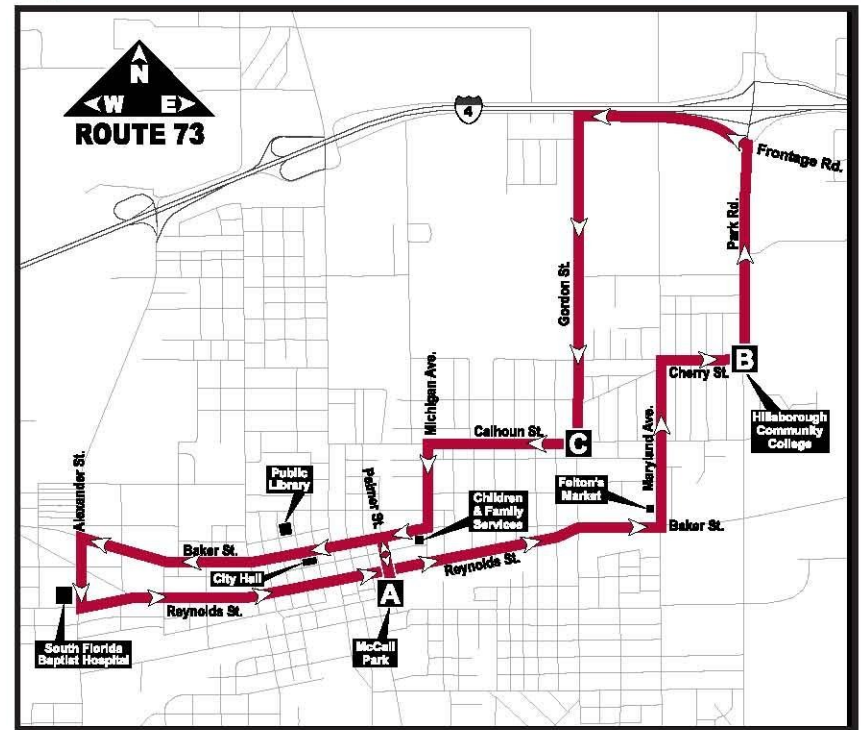
Destinations: McCall Park, City Hall, Public Library, South Florida Baptist Hospital, Bryan Elem., Tomlin Middle School, Wyndle's Foodland

WEEKDAYS NORTHWEST FROM McCALL PARK

McCall Park A LEAVE	Alexander St. & Baker St. B	South Florida Baptist Hospital C	McCall Park A ARRIVE
9:00	9:11	9:17	9:25
10:00	10:11	10:17	10:25
11:00	11:11	11:17	11:25
12:00	12:11	12:17	12:25
1:00	1:11	1:17	1:25
2:00	2:11	2:17	2:25
3:00	3:11	3:17	3:25
4:00	4:11	4:17	4:25

□ Indicates PM Hours

ROUTE 73 STRAWBERRY EXPRESS NORTHEAST PLANT CITY



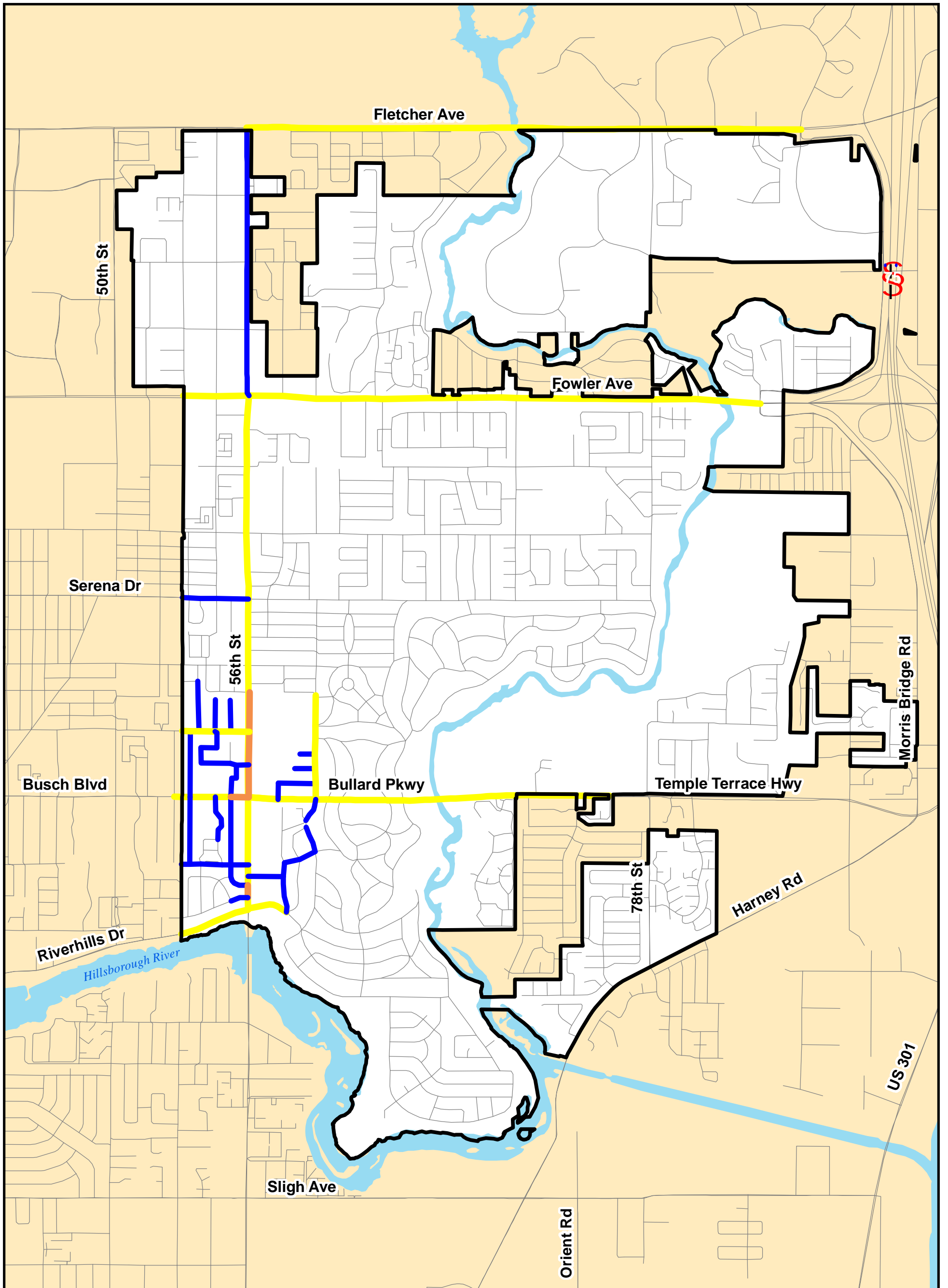
Destinations: McCall Park, City Hall, Public Library, South Florida Baptist Hospital, Children & Family Services, H.C.C. - Plant City, Jackson Elementary, Mike E. Sansone Com. Park, Felton's Market

WEEKDAYS NORTHEAST FROM McCALL PARK

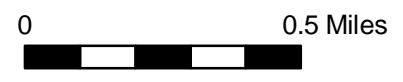
McCall Park A LEAVE	Cherry Street & Park Road B	Calhoun Street & Gordon Street C	McCall Park A ARRIVE
9:30	9:43	9:48	9:55
10:30	10:43	10:48	10:55
11:30	11:43	11:48	11:55
12:30	12:43	12:48	12:55
1:30	1:43	1:48	1:55
2:30	2:43	2:48	2:55
3:30	3:43	3:48	3:55
4:30	4:43	4:48	4:55

□ Indicates PM Hours

APPENDIX B: MULTIMODAL LOS MAPS

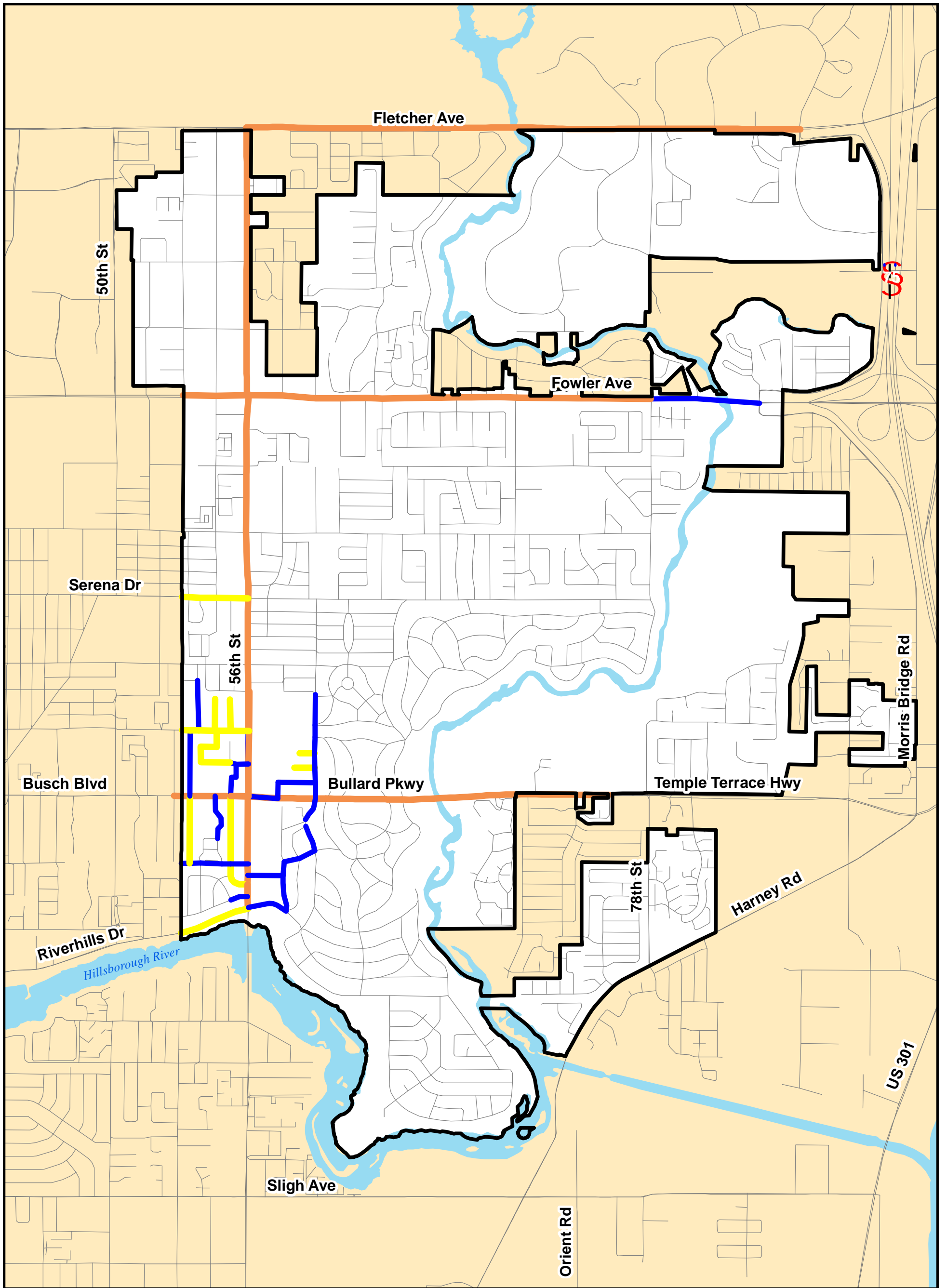


LOS Grade
 A; B; C E
 D F



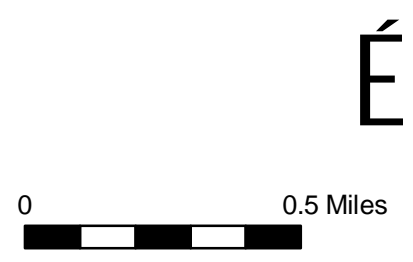
**Temple Terrace
 Bicycle
 Level of Service**

**Appendix B
 Figure 1**



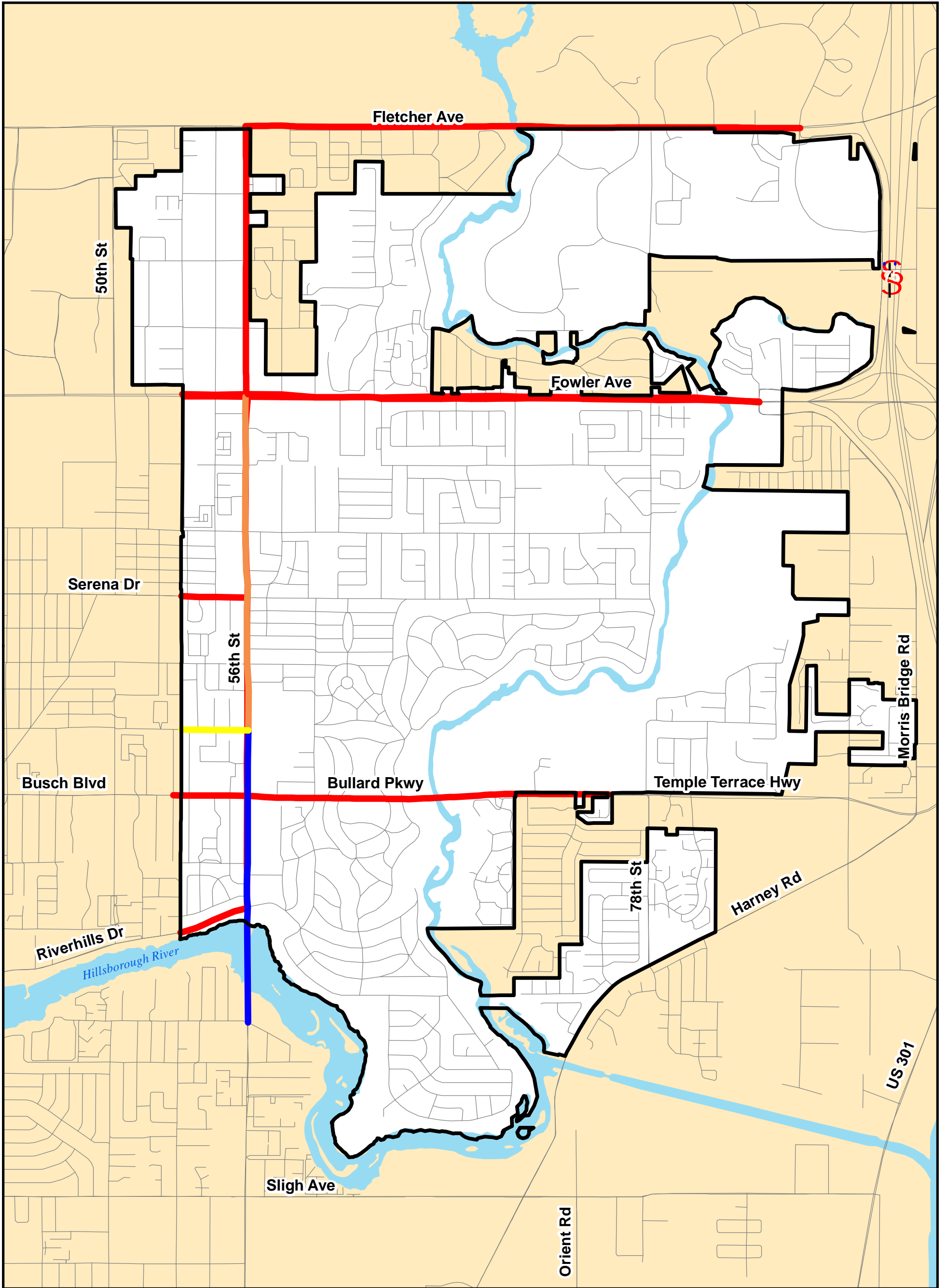
LOS Grade

Blue line	A; B; C	Orange line	E
Yellow line	D	Red line	F

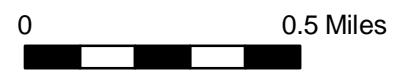


**Temple Terrace
Pedestrian
Level of Service**

**Appendix B
Figure 2**

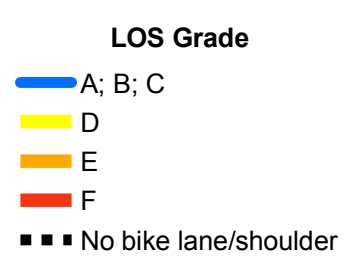
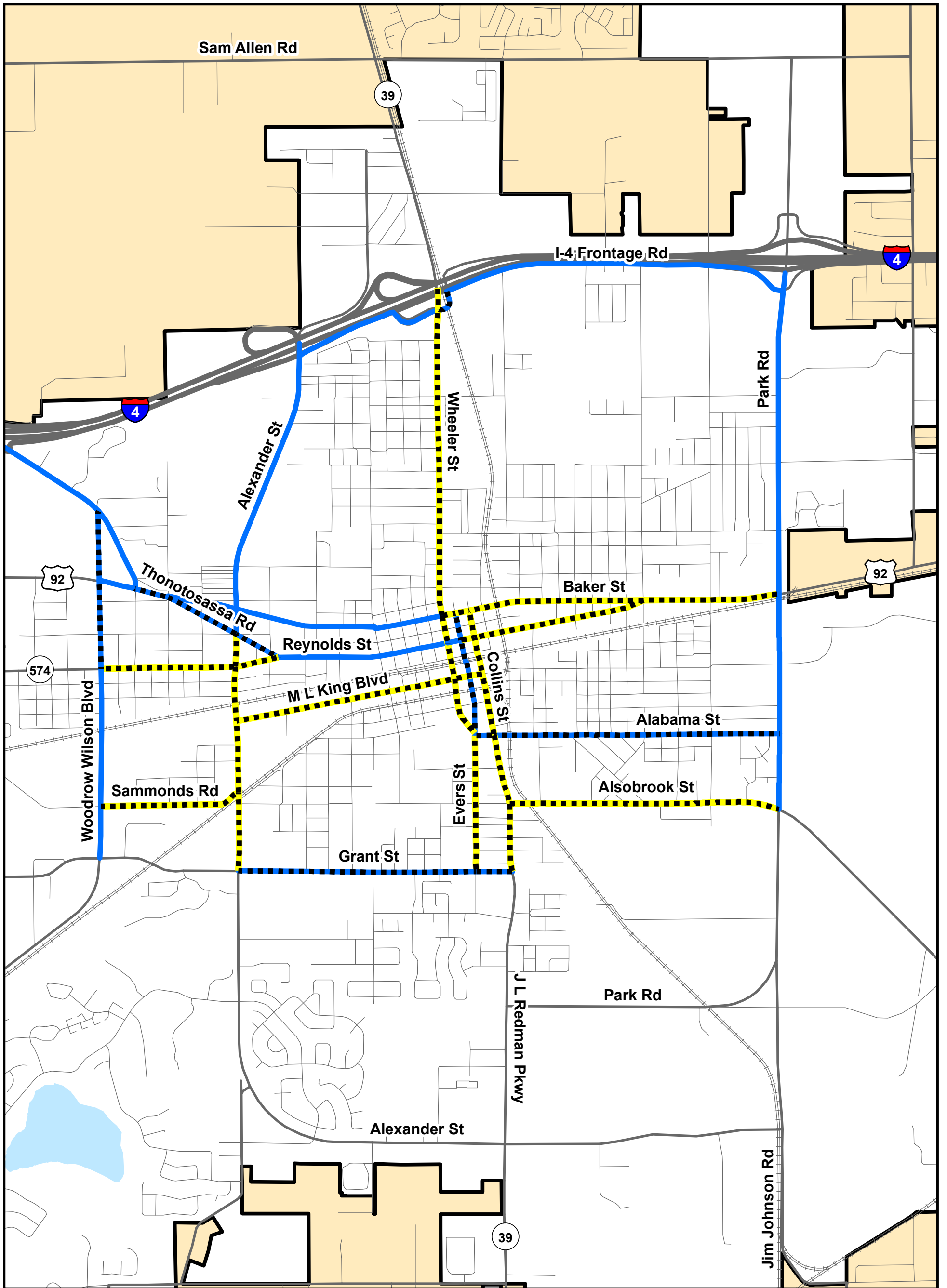


LOS Grade
 A; B; C E
 D F



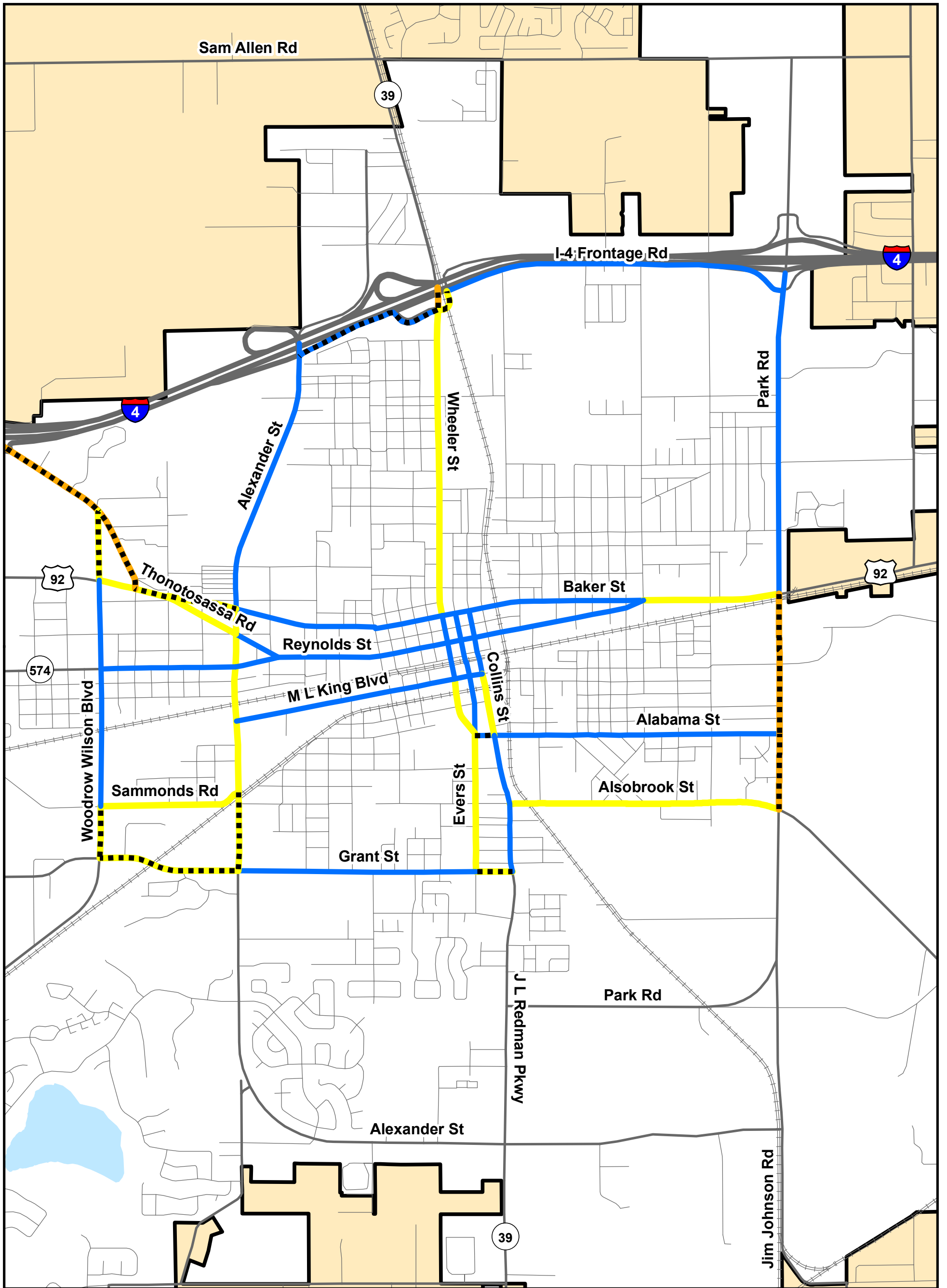
**Temple Terrace
 Transit
 Level of Service**

**Appendix B
 Figure 3**



Plant City Bicycle Level of Service

Figure B.1



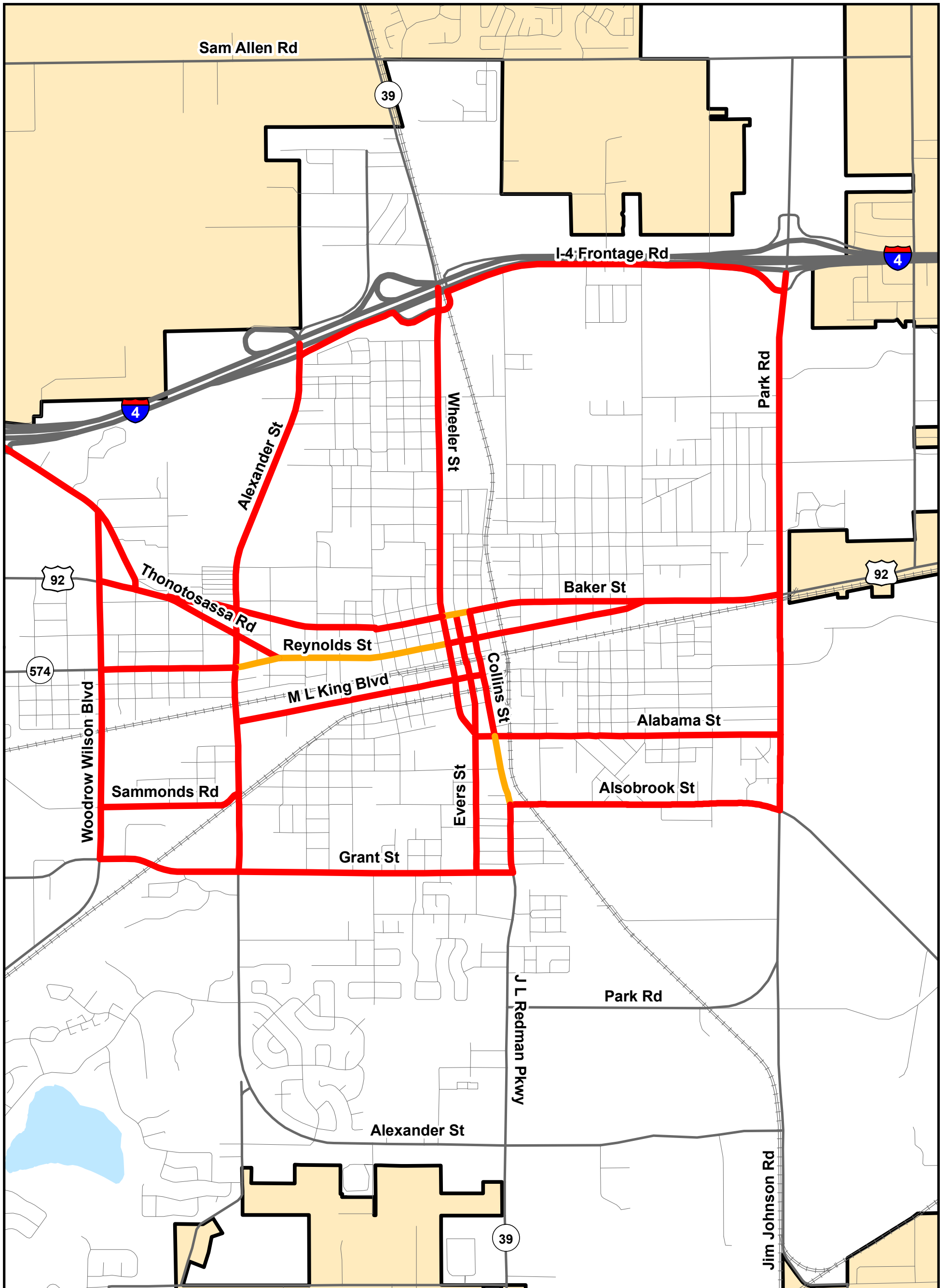
LOS Grade



- A; B; C
- D
- E
- F
- No Sidewalks

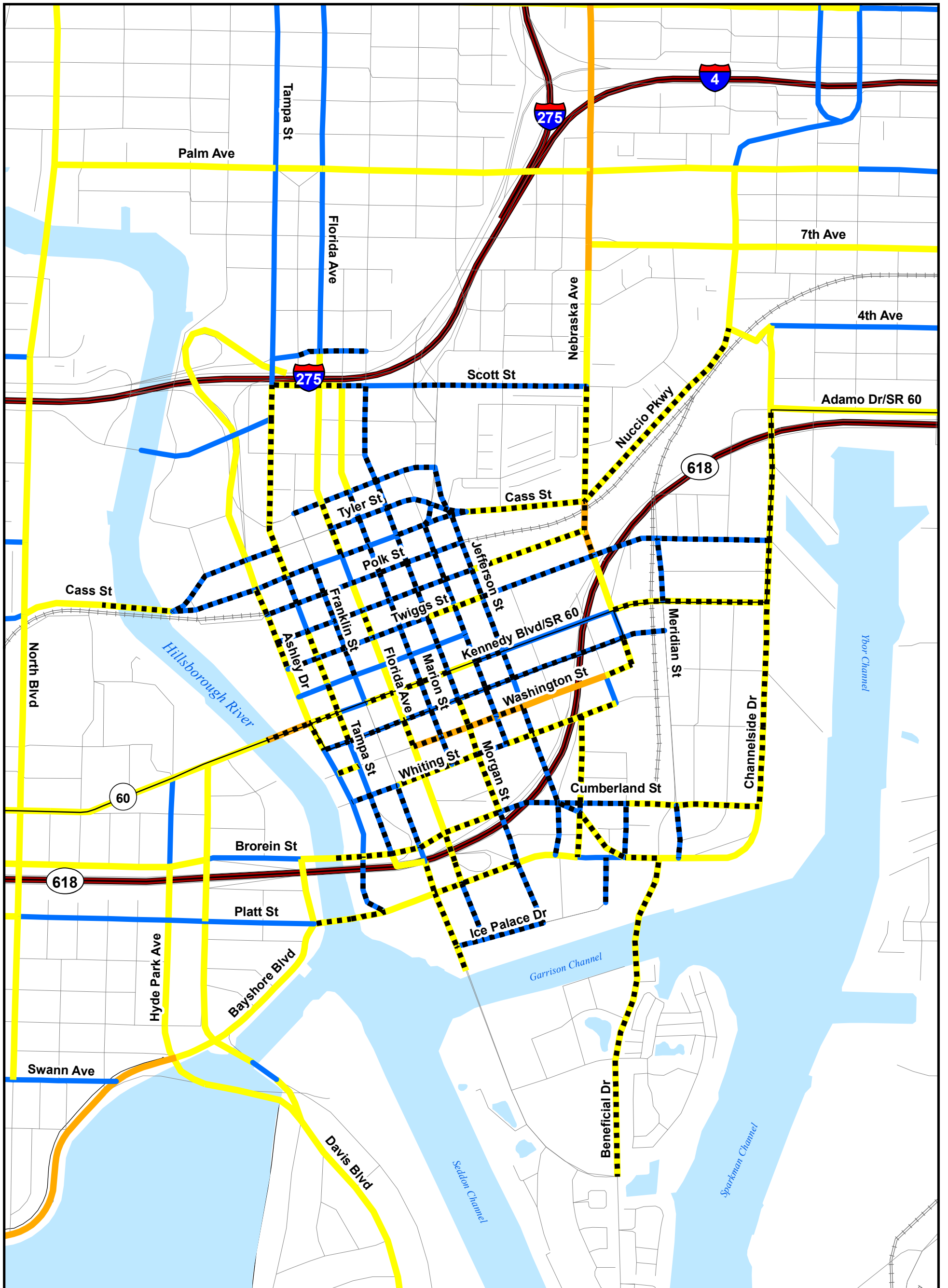
0 0.5 Miles

**Plant City
Pedestrian
Level of Service**

Figure B.2



	LOS Grade █ A; B; C █ D █ E █ F		Plant City Transit Level of Service
			Figure B.3



Level of Service Grade

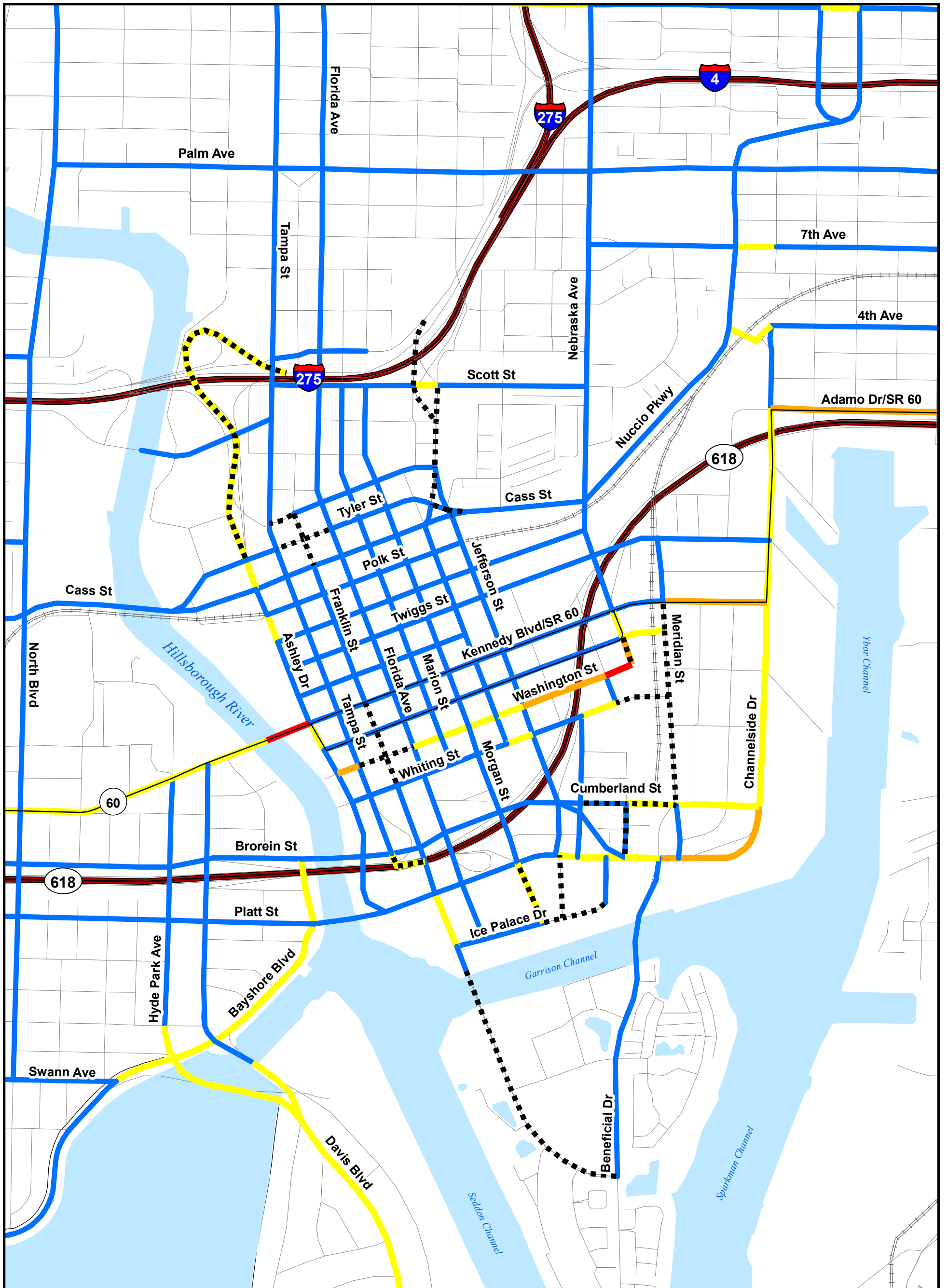
- A; B; C
- D
- E
- F
- — — — No bikelane/ no shoulder



0 0.25 Miles

**City of Tampa
Central Business District
Bicycle Level of Service**

**Appendix A
Figure 1**



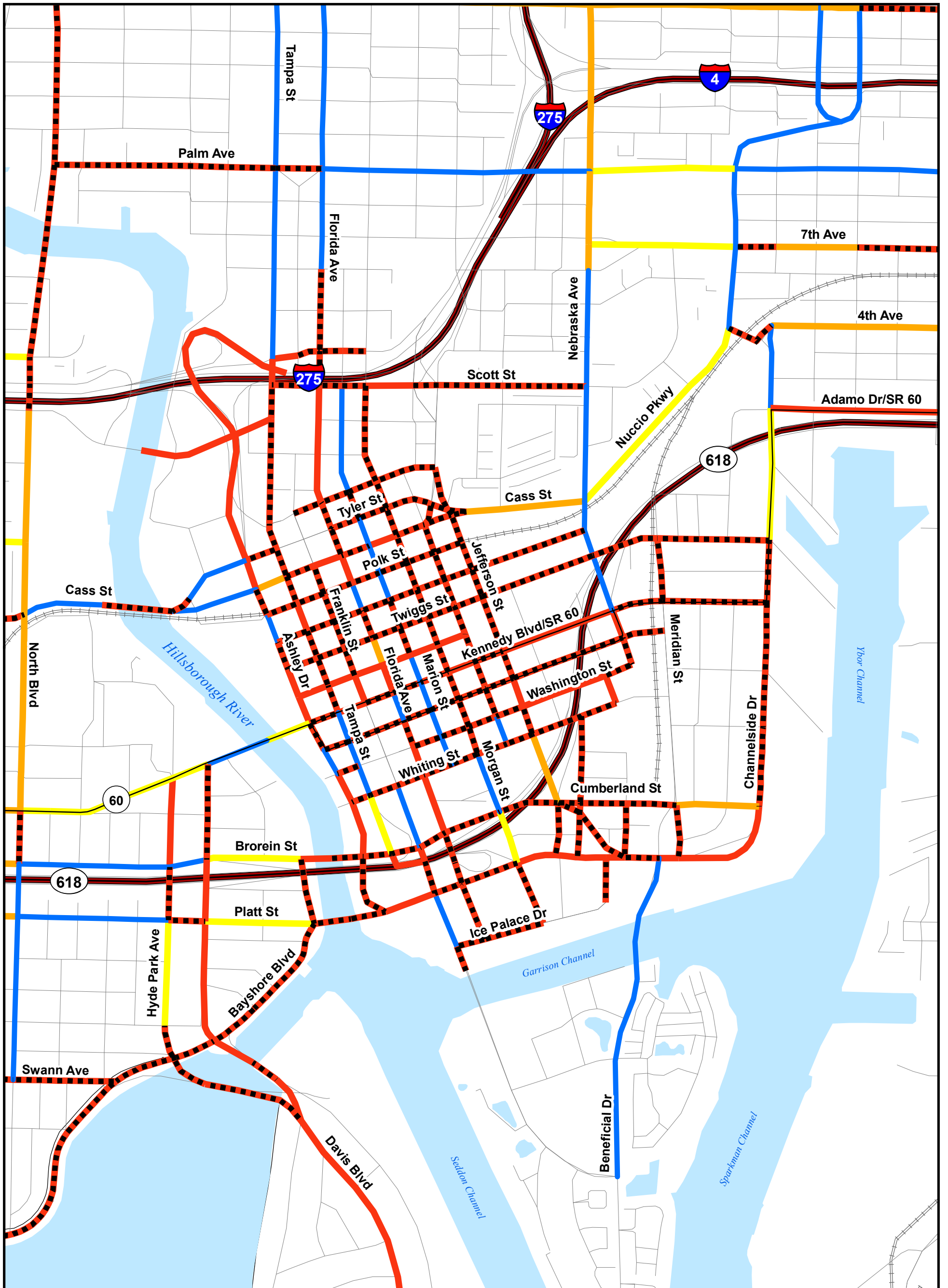
Level of Service Grade

- A; B; C
- D
- E
- F
- ■ ■ No Sidewalks



**City of Tampa
Central Business District
Pedestrian Level of Service**

**Appendix A
Figure 2**



Level of Service Grade

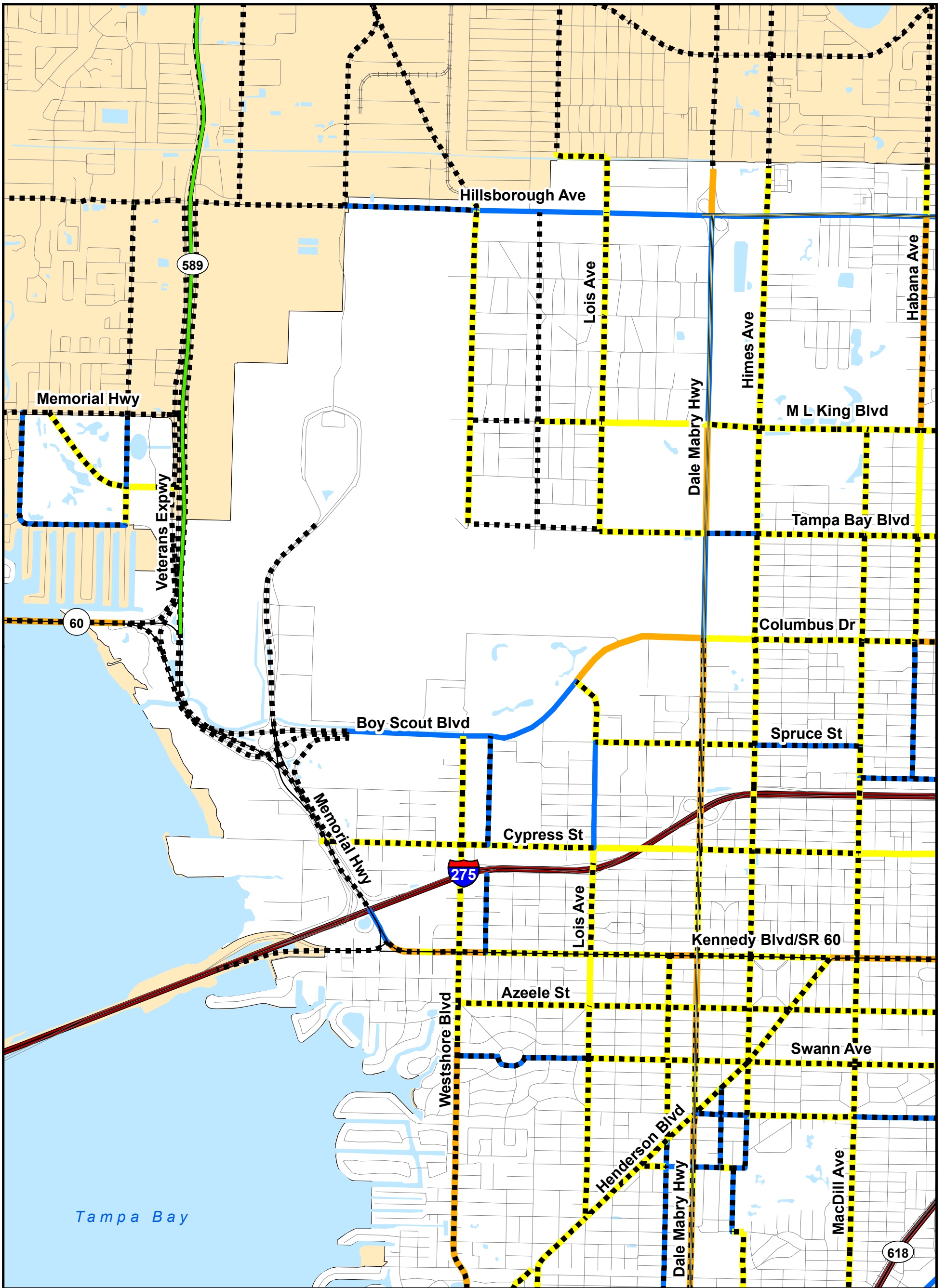
- A; B; C
- D
- E
- F
- — — — No Transit Route



0 0.25 Miles

**City of Tampa
Central Business District
Transit Level of Service**

**Appendix A
Figure 3**



Level of Service Grade

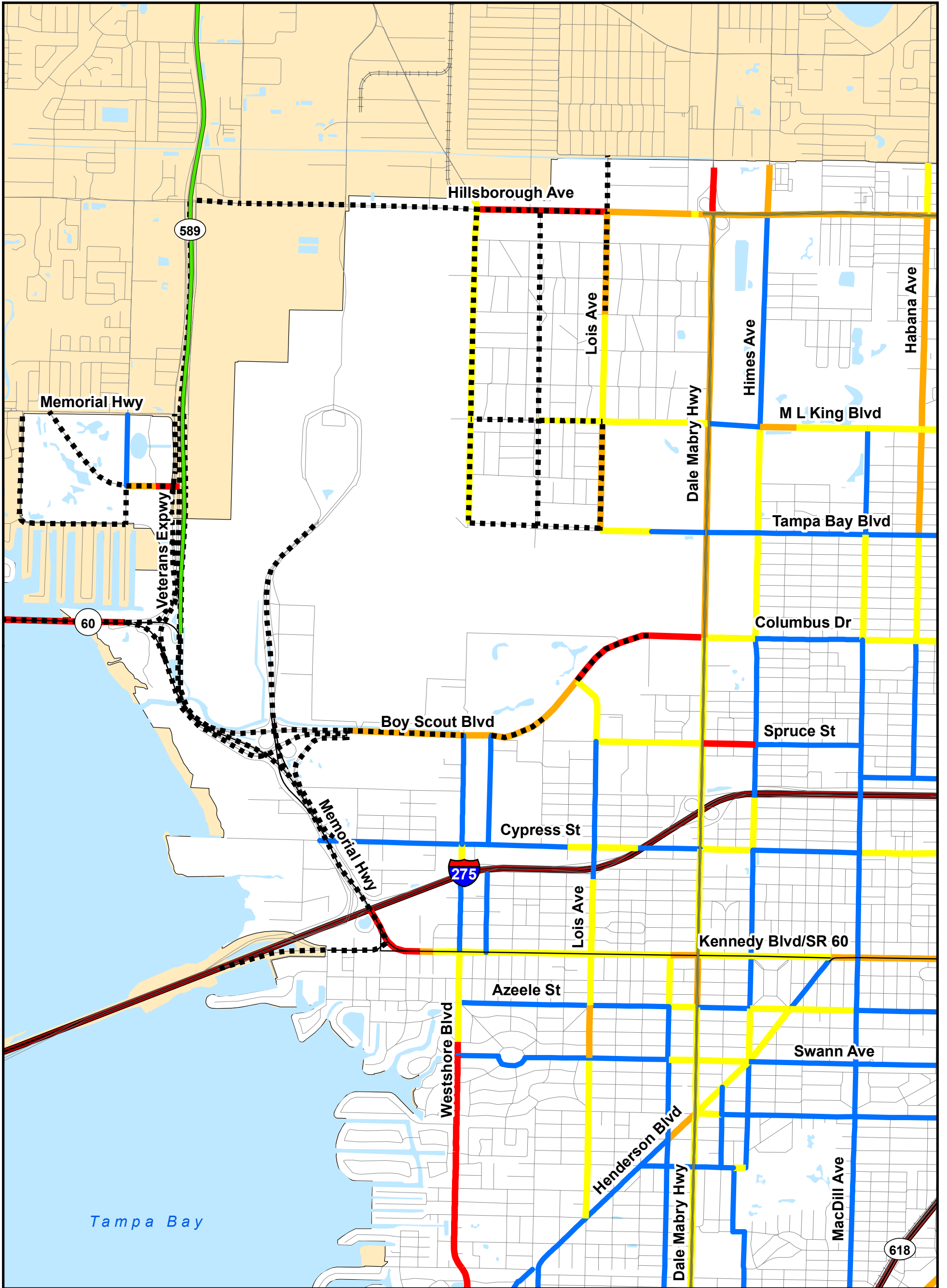
- A; B; C
- D
- E
- F
- — — — — No bike lane/ no shoulder



0 0.5 Miles

**City of Tampa
Westshore District
Bicycle Level of Service**

**Appendix A
Figure 4**



Level of Service Grade

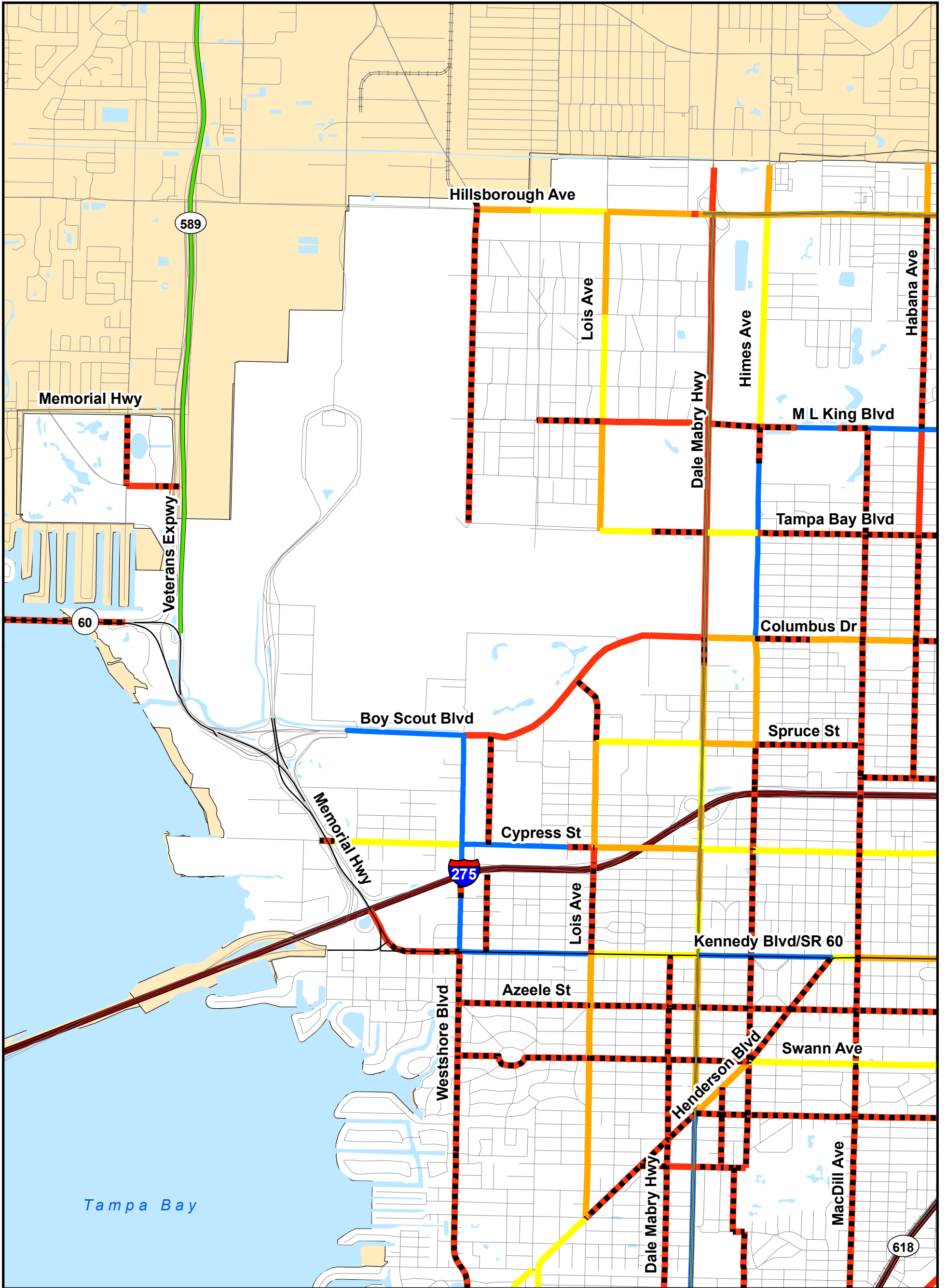
- A; B; C
- D
- E
- F
- — — No Sidewalks



0 0.5 Miles

**City of Tampa
Westshore District
Pedestrian Level of Service**

**Appendix A
Figure 5**



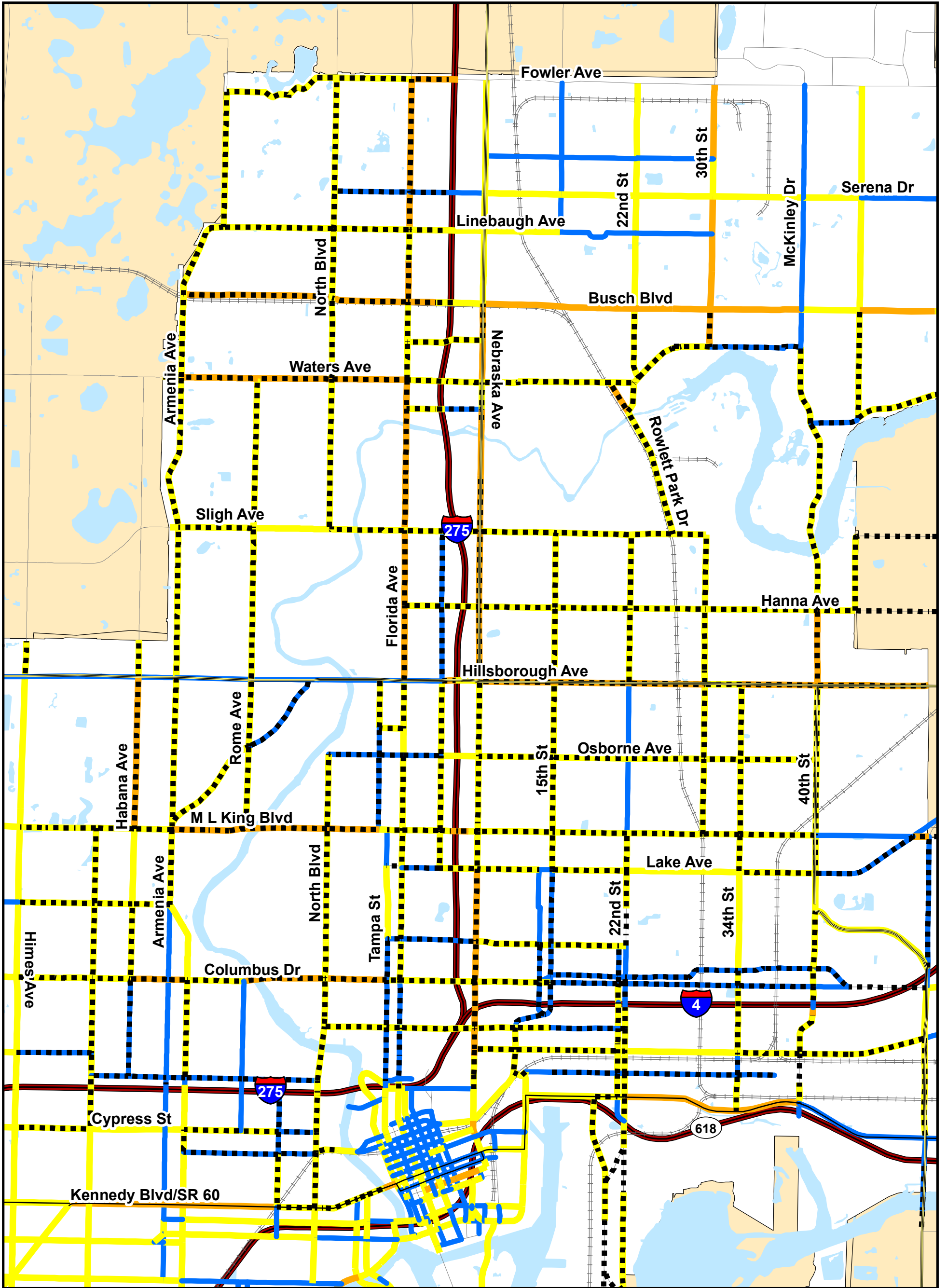
Level of Service Grade

- A; B; C
- D
- E
- F
- No Transit Route



**City of Tampa
Westshore District
Transit Level of Service**

**Appendix A
Figure 6**



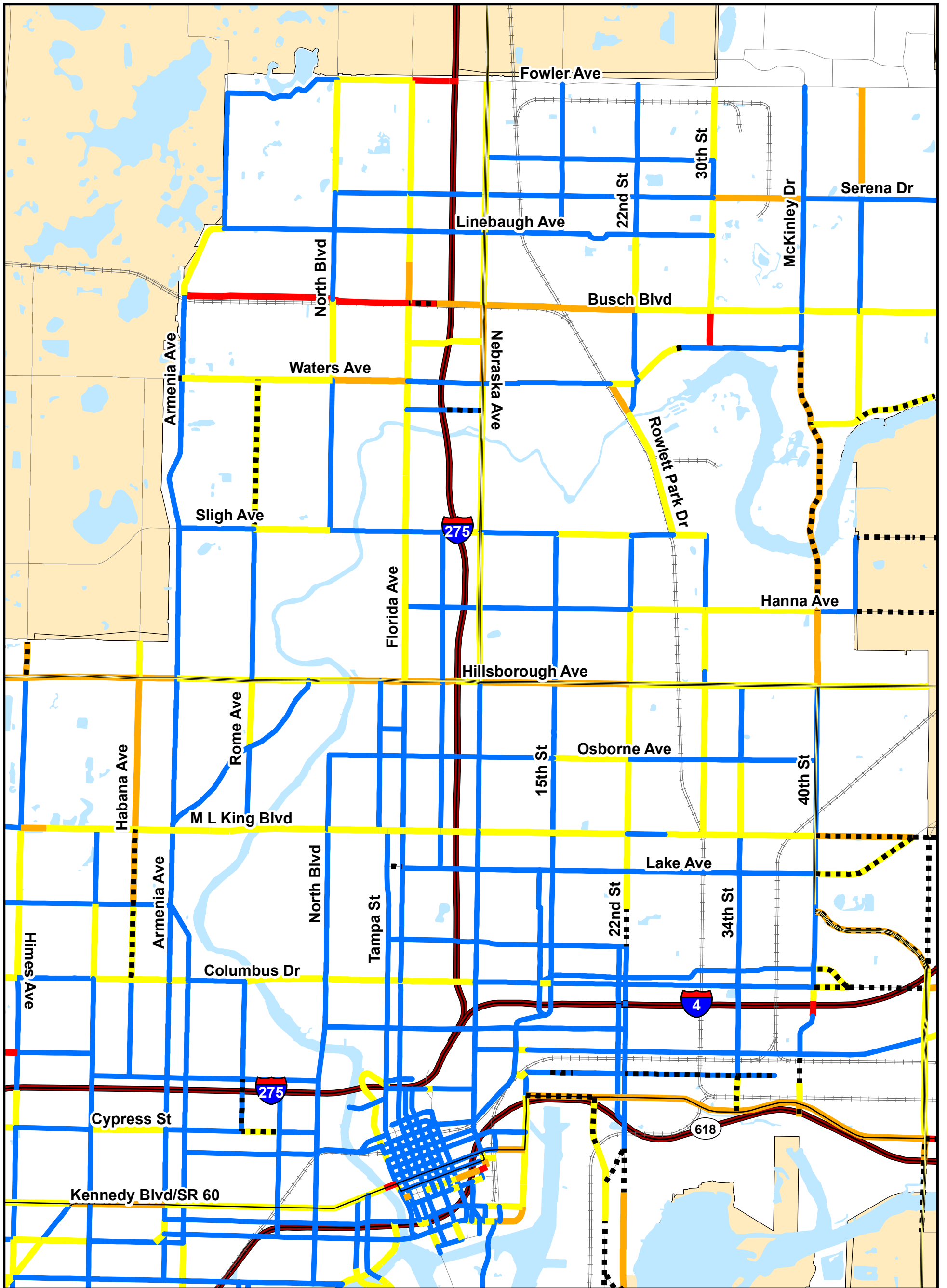
Level of Service Grade

- A; B; C
- D
- E
- F
- No bikelane/ no shoulder



**City of Tampa
Central/East District
Bicycle Level of Service**

**Appendix A
Figure 7**



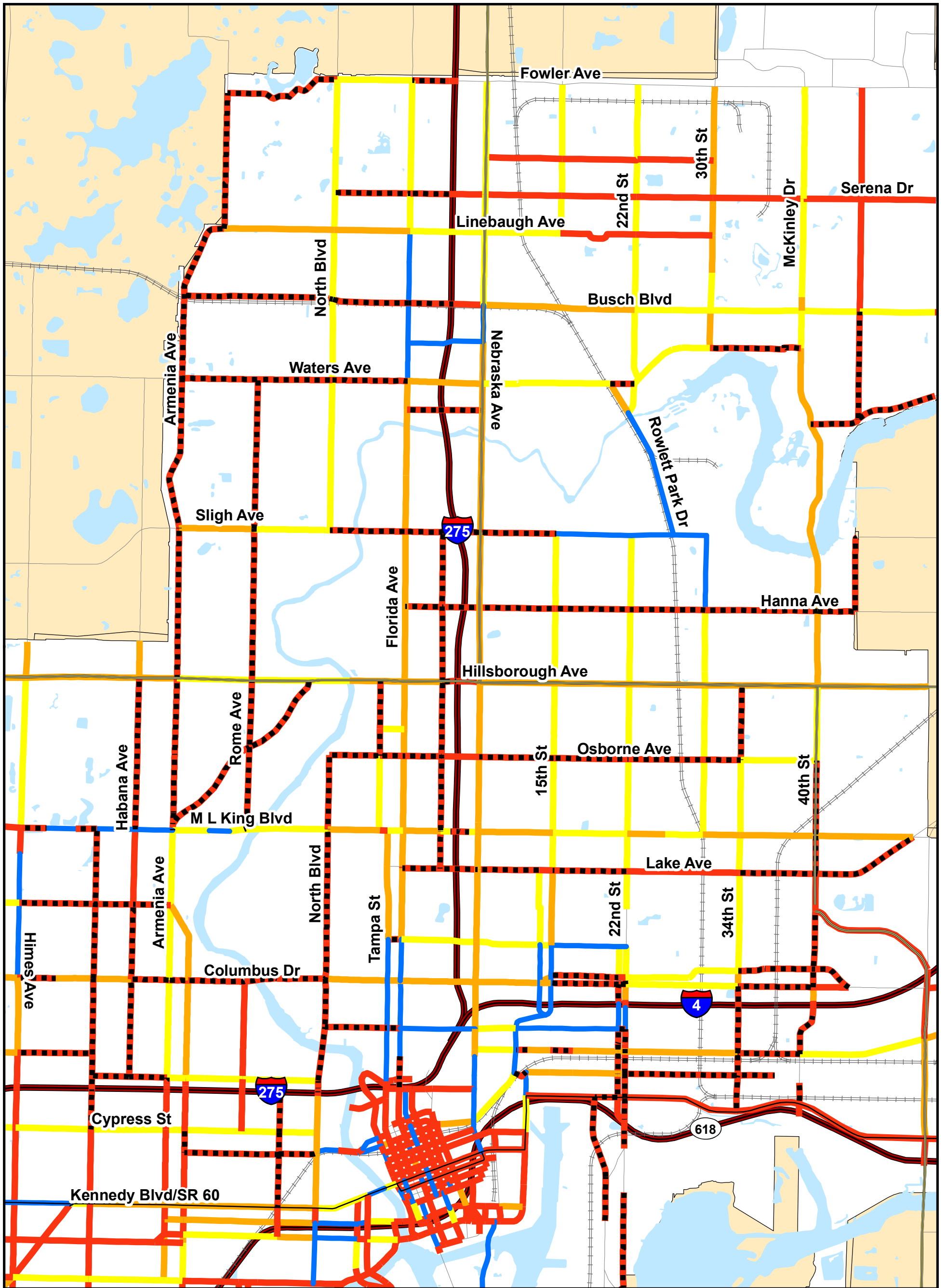
Level of Service Grade

- A; B; C
- D
- E
- F
- — — — No Sidewalks



**City of Tampa
Central/East District
Pedestrian Level of Service**

**Appendix A
Figure 8**



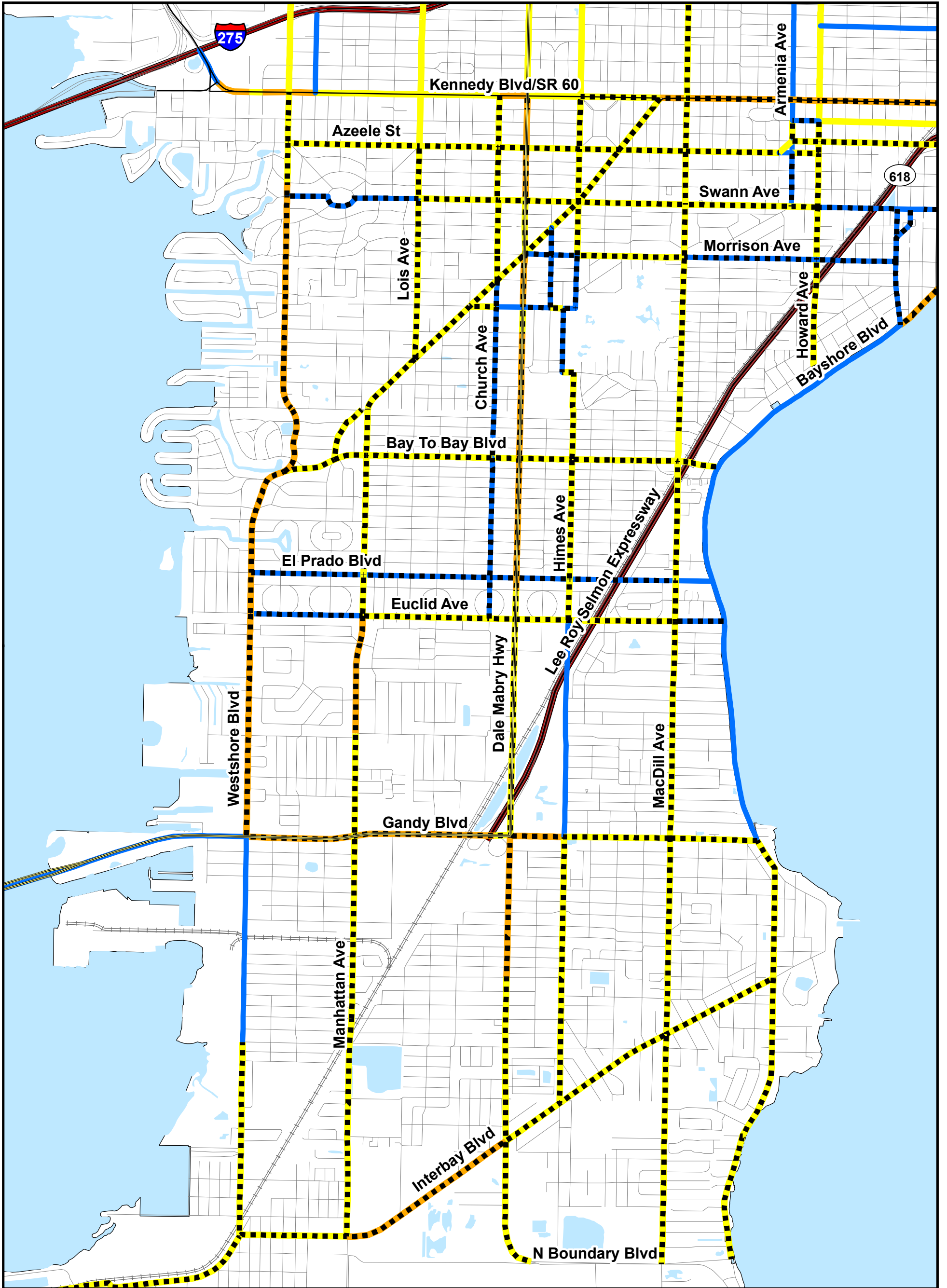
Level of Service Grade

- A; B; C
- D
- E
- F
- ■ ■ ■ No Transit Route

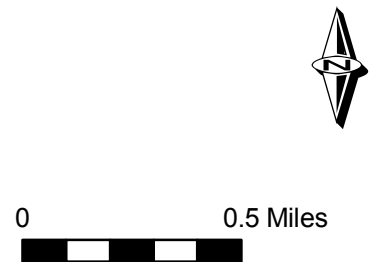


**City of Tampa
Central/East District
Transit Level of Service**

**Appendix A
Figure 9**

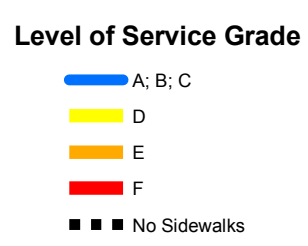
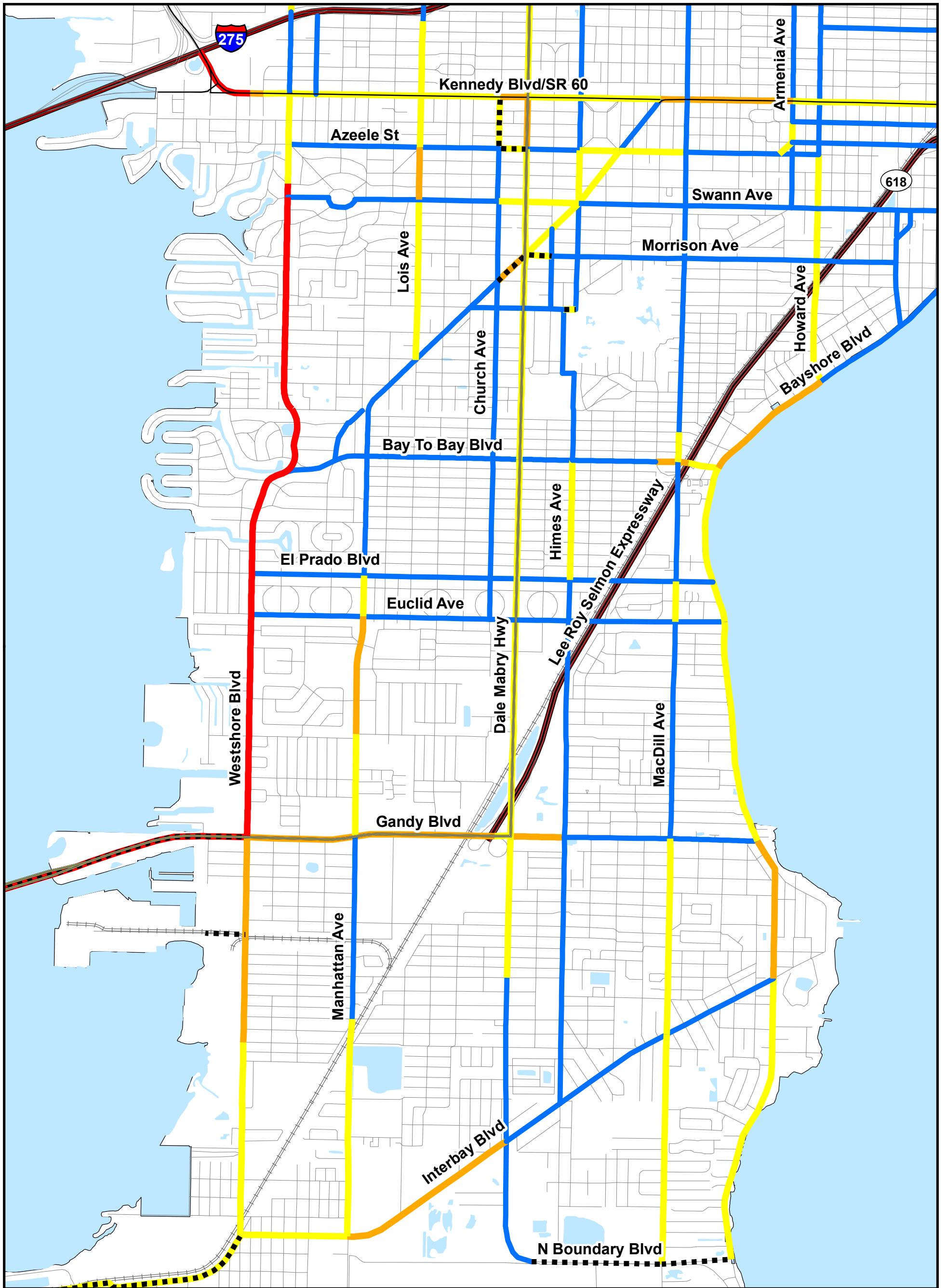


- Level of Service Grade**
- A; B; C
 - D
 - E
 - F
 - — — — No bikeline/ no shoulder



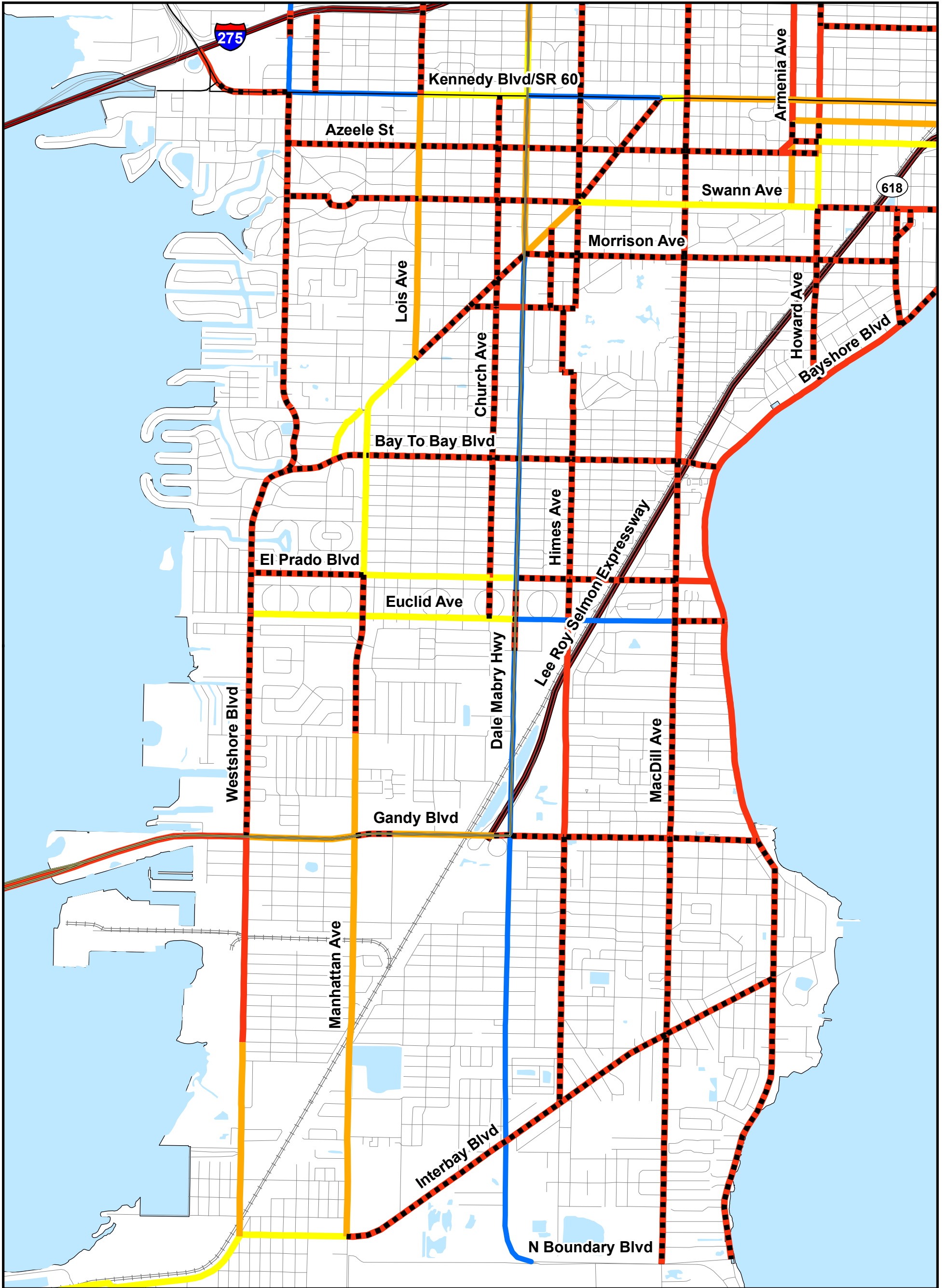
**City of Tampa
Interbay District
Bicycle Level of Service**

**Appendix A
Figure 10**



**City of Tampa
Interbay District
Pedestrian Level of Service**

**Appendix A
Figure 11**

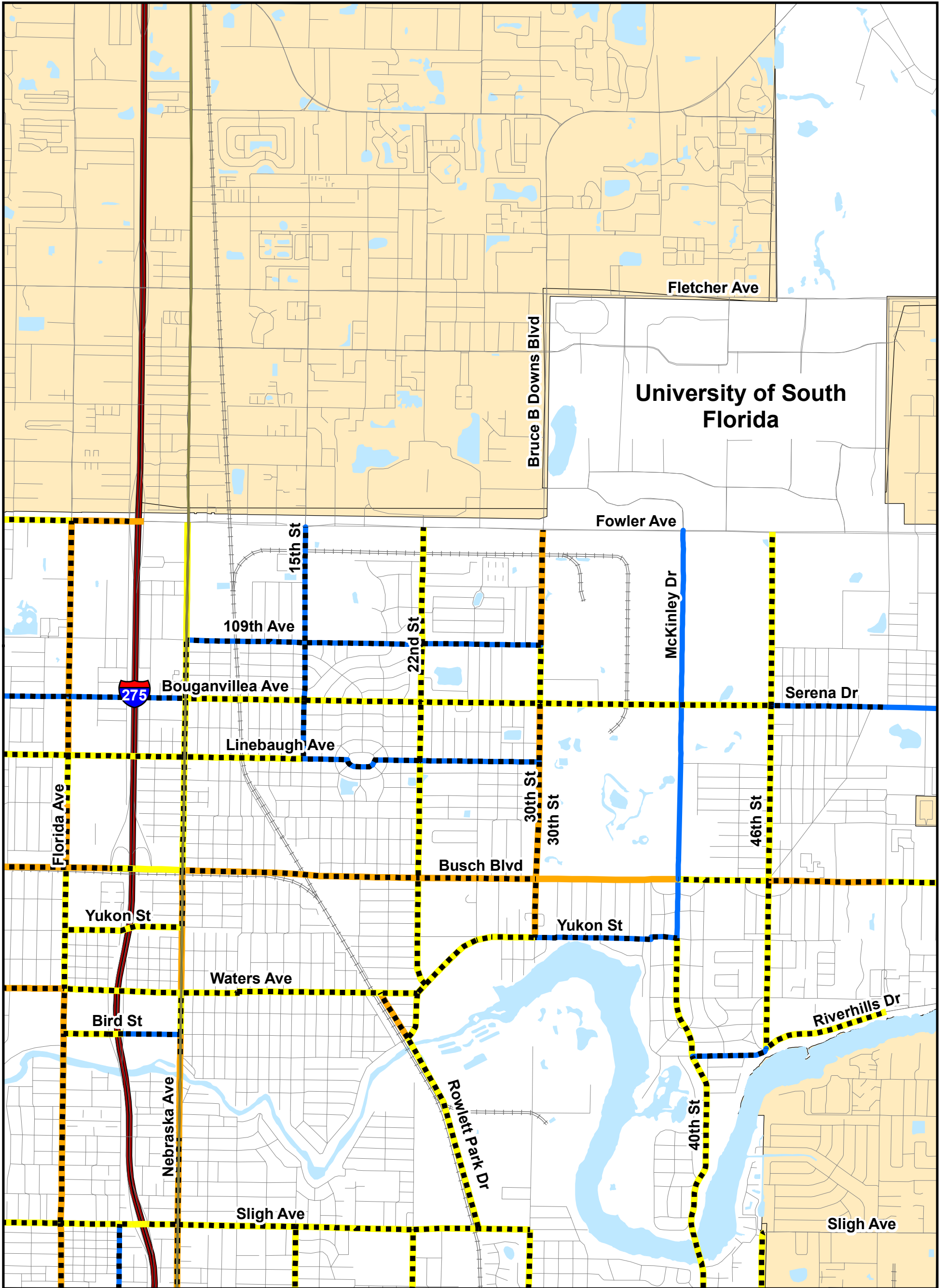


- Level of Service Grade**
- A; B; C
 - D
 - E
 - F
 - — — — No Transit Route



**City of Tampa
Interbay District
Transit Level of Service**

**Appendix A
Figure 12**



Level of Service Grade

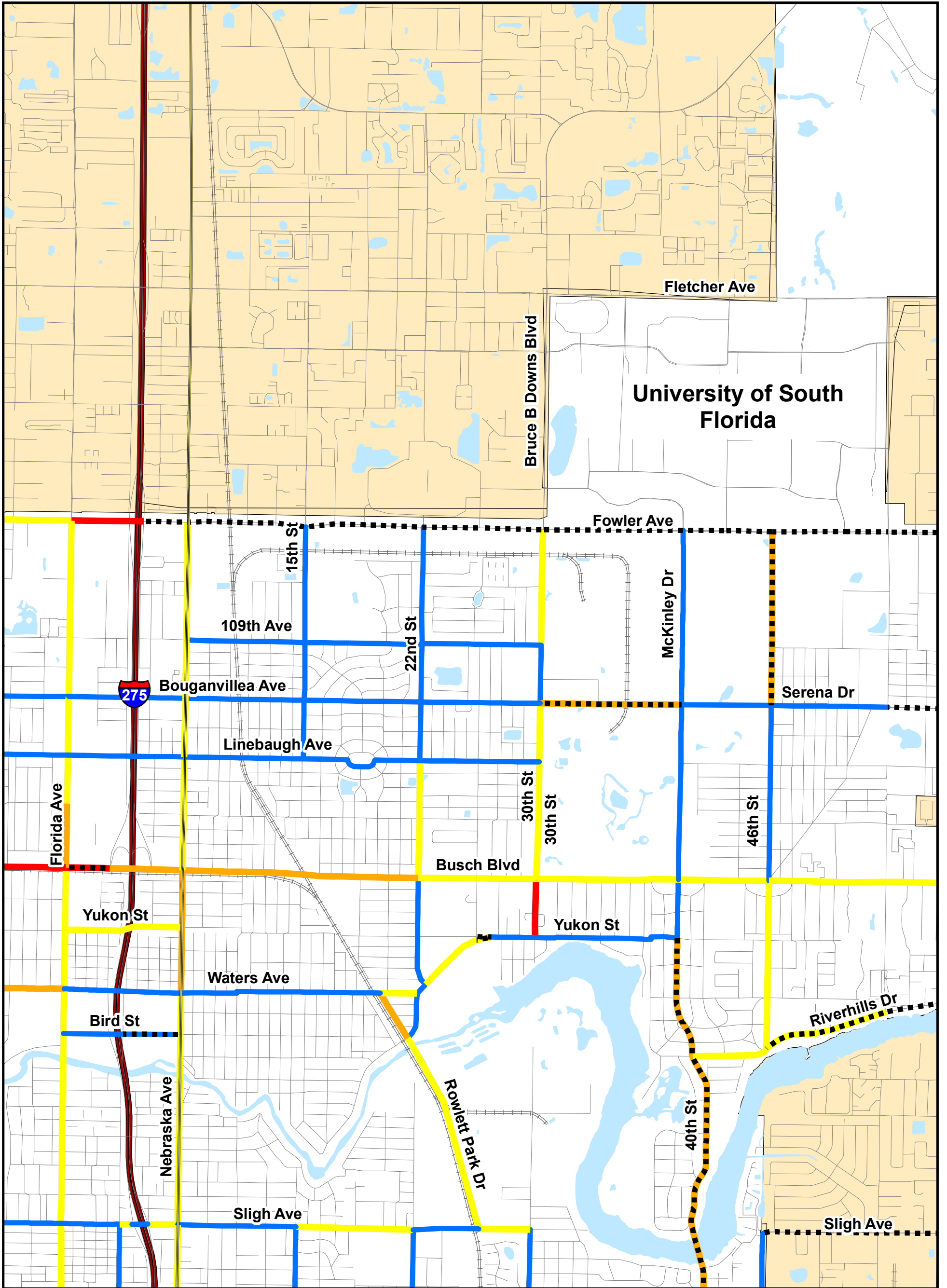
- Blue line: A; B; C
- Yellow line: D
- Orange line: E
- Red line: F
- Black dashed line: No bikelane/ no shoulder



0 0.5 Miles

**City of Tampa
North Central Tampa District
Bicycle Level of Service**

**Appendix A
Figure 13**



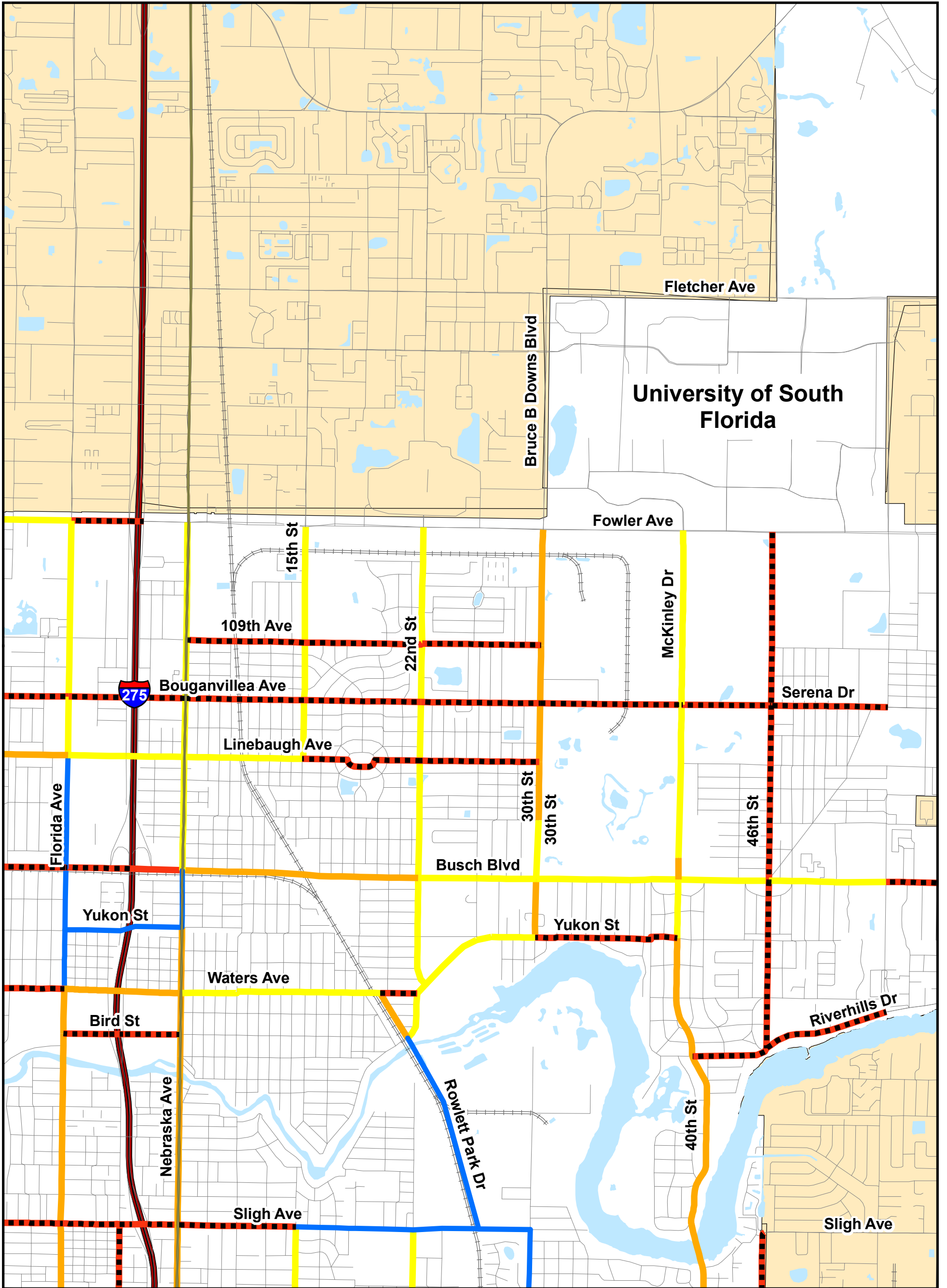
Level of Service Grade

- A; B; C
- D
- E
- F
- No Sidewalks



**City of Tampa
North Central Tampa District
Pedestrian Level of Service**

**Appendix A
Figure 14**



Level of Service Grade

- A; B; C
- D
- E
- F
- ■ ■ No Transit Route



**City of Tampa
North Central Tampa District
Transit Level of Service**

**Appendix A
Figure 15**

APPENDIX C: PEER AGENCY SURVEY QUESTIONS

Interview Questions

This section provides a list of questions to be used during the interview process. There are also additional question or conversation points listed under each question to help expand or elaborate on the question if needed. The following is a list of these interview questions:

A) Within your jurisdiction is there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways? If so, please describe the mechanisms in place and are there documents or other information sources that could be provided for our review?

Subsequent Discussion Points

- Please describe in detail the efforts to date completed by your agency to implement multi-modal concurrency policies and multi-modal developer contributions? What were the steps taken and how long did it take to get approval?
- What obstacles did your agency encounter to educate and solicit board support for these multi-modal concurrency policies and what lessons were learned?

B) Does your jurisdiction calculate a benefit from these types of improvements (transit, pedestrian, or bicycle) toward roadway capacity? If, how and if not, why not? Has the Department of Community Affairs (DCA) and Florida Department of Transportation (FDOT) reviewed and accept this methodology?

Subsequent Discussion Points

- What are the standards used to guide multi-modal developer contributions within the designated concurrency exception area or multi-modal district?
- Can you provide any examples where these standards were implemented?

C) How is the determination of what multi-modal improvements are needed made and what method is used to prioritize projects?

Subsequent Discussion Points

- Can you provide any examples where these standards were implemented?

D) How are developer contributions to multi-modal projects calculated?

Subsequent Discussion Points

- What standards have been accepted to guide the implementation of pedestrian and bicycle improvements (i.e. bike lanes, sidewalks, bicycle parking, benches) and how were developer contribution's determined?
- Can you provide any examples where these standards were implemented?

E) How successful has your jurisdiction been in implementing multi-modal improvements? Are these implemented improvements stimulating redevelopment or infill within the area?

Subsequent Discussion Points

- Can you provide examples?

F) If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment to the improvements?

Subsequent Discussion Points

- Have the transit agencies responsible for providing service to the multi-modal concurrency exception areas accepted their role in participating in the implementation process?
- For example, if the County growth management department is responsible for collecting developer contributions, how are these transferred to the public works department for use in implementation?
- What obstacles have been encountered with getting the appropriate entity to implement or place on transportation improvement plans
- Is the developer contribution collected lump sum at the time of building permit approval or is collected over time?

G) Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with integration multi-modal considerations?

Subsequent Discussion Points

- How successful was the implementation of this policy and what lessons learned would your agency share?
- Have there been particular legal obstacles to your multi-modal concurrency standards?
- What other implementation strategies would you recommend for implementation?
- Are there any other obstacles or lessons learned that your agency would like to share?

Note

The complete interview process will most likely include several interviews of each peer jurisdiction and the questions above are designed to be an introduction to the study. The subsequent discussion points following each draft question provides additional points to further refine and guide continued coordination with each jurisdiction.

APPENDIX D: PEER AGENCY SURVEY LOG

Peer Agency Survey

City of Gainesville, FL

Contacts:

Community Development Department
Main #: 352-334-5022

Primary: Onelia Lazzari lazzarior@cityofgainesville.org
Secondary: Jason Simmons: simmonsja@ci.gainesville.fl.us

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	Yes
Date of appointment:	05/01/07 @ 1:15 PM

Survey Complete

Broward County, FL

Contacts:

Planning Services Division
Main #: 954-357-6612

Primary: Marty Berger maberger@broward.org
Secondary: Evy Kalus: ekalus@broward.org
Secondary: Elliot Auerhahn: aeaurhahn@broward.org
Elliot's Direct #: 954-357-6664

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	Yes
Date of appointment:	05/04/07 @ 3:30 PM
Sent additional information to Elliot Auerhahn:	06/04/07

Survey Complete

City of Orlando, FL**Contacts:**

Transportation Planning Division
Main #: 407-246-2522

Primary: Malisa McCreedy Malisa.McCreedy@cityoforlando.net

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	No
Email response to survey:	05/01/07

Survey Complete

County of Miami-Dade, FL**Contacts:**

Metropolitan Planning Division
Main #: 305-375-2800

Primary: Helen Brown hab@miamidade.gov
Direct #: 305-375-2589

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	No
Email response to survey:	No Date set

Survey Complete

City of Lakeland, FL**Contacts:**

Community Development Division

Main #: 863-834-6011

Primary: Richard Perez richard.perez@lakelandgov.net

Direct #: 863-834-6029

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	No
Email response to survey:	No Date set

Survey Complete

Polk County, FL**Contacts:**

Polk County Transportation Planning Organization

Main #: 863-534-6486

Primary: Thomas Deardorff thomasdeardorff@polk-county.net

Actions:

Initial Call to determine appropriate contact:	Yes
Sent email with survey questions:	Yes
Schedule appointment for phone interview:	No
Email response to survey:	No Date set

See Lakeland Survey

APPENDIX E: PEER AGENCY SURVEY RESPONSES

TO: Project Team and File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Mutlimodal Systems–Three Cities
CC: Project Team

City of Gainesville, FL

Contacts:

Community Development Department
Phone #: 352-393-8694

Primary Respondent: Onelia Lazzari lazzarior@cityofgainesville.org

Date of Survey: 1:15 - 2:00 PM, 06/01/2007

Format of Survey: Via phone

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**

(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes

(2) The Transportation Concurrency Exception Area (TCEA), described in detail in the City of Gainesville's Comprehensive Plan, specifically the Concurrency Management Element document (policies 1.1.5, 1.1.6, 1.1.7, and 1.1.8) and the Transportation Mobility Element (objectives 1.0, 2.0, and 3.0).

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1) There are currently no specific translation factors that directly identify the benefit of the TCEA on roadway level of service (LOS).

(2) It was determined that providing multi-modal options was the best strategy for the TCEA. However, the City is considering the use of transit, pedestrian, and bicycle LOS standards. Special attention has been paid to transit ridership statistics, transit headways, additional transit route added, pedestrian facilities added, and bicycle facilities added within the TCEA. Pedestrian and bicycle facilities, the number of connections made to transit, and community resources are other areas of importance.

(3) Neither the DCA nor the FDOT has reviewed these criteria; however the urban village area is considering a Multi-Modal Transportation Concurrency District (MMTD) designation, which will be complete by 2008.

Survey Question C

Question: How are needed multi-modal improvements determined and what methods are used to prioritize projects?

Response: The City coordinated with the Public Works and the Regional Transit System (RTS) Departments, as well as the County if needed, to develop the Comprehensive Plan ("Plan") objectives and polices and TCEA standards. During this coordination effort, priority was given to improvements and location of specific improvements, then written into the Plan's standards. Following the development of Plan standards, the Capital Improvement Element (CIE) was updated using the Plan's language. Each development was reviewed based on an individual site specific analysis.

"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. 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." — Policy 1.1.6, Gainesville Concurrency Management Element of Comprehensive Plan

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: TCEA policies 1.1.6, 1.1.7, and 1.1.8 identify several different standards that must be met by prospective developers. The number of standards required is determined by the number of trips generated by the proposed project, and in which zone of the TCEA the project is located. Zone A is the least restrictive, Zone B is intermediate, and Zone C which is currently the highest developer driven development area in the TCEA is the most restrictive. The monetary contribution is also based on number of trips generated. Zone A encourages redevelopment of blighted areas and uses City funding towards concurrency impact fees, while Zone B is \$100 per trip, and Zone C is \$150 per trip. Developers are first required to meet their Land Development Code, traffic safety, and/or traffic operation improvements. These improvements are not credited towards meeting the TCEA standards.

Survey Question E

Question: (1) How successful has your jurisdiction been in implementing multi-modal improvements?

(2) Are these implemented improvements stimulating redevelopment or infill within the area?

Response: (1) The implementation of multi-modal regulations within the City's TCEA have been very successful. There have been significant sidewalk and bus shelter improvements, as well as developer contributions towards large-scale sidewalk projects, ride-share facilities, and streetscaping projects. There have also been a number of direct contributions to the transit system.

(2) The TCEA has allowed development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. The increase in urban development has stimulated more growth, all with the increase in multi-modal facilities and options, which together are producing an attractive urban community.

Survey Question F

Question: If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?

Response: Developer contributions are collected through the use of TCEA agreements (developer agreement) if the proposed improvement is not constructed directly by the developer. These funds are allocated to a TCEA revenue account per individual development. The revenue accounts are separated for ease in tracking by City accountants. To implement the given improvement, money is then transferred to the public works budget via an expenditure account which is then used for implementation. Currently, the City has not had the need to collect improvement funds for the County.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: The City of Gainesville implemented the TCEA in 1999 and has since spent a considerable amount of time reviewing each proposed TCEA development. There has been a considerable increase in staff needed and staff time dedicated to TCEA review, especially when dealing with special use permits for auto dominated uses.

The survey participant strongly suggests that additional time is a necessity and is the only way to complete the task comprehensively.

Miscellaneous

Question: (1) What are the obstacles you faced?

(2) What would you do over if you had the chance to begin from scratch?

Response: (1) Obstacles include dealing with out of town developers and the escalation of construction costs, which results in fewer improvements implemented with developer contribution. Another obstacle was the process of educating developers, the public, and agencies about the TCEA designation. Finally, development standards were an obstacle and took nearly a year to complete. The City went to several board meetings, public meetings, and meetings with the builder association to raise awareness about the TCEA regulations.

(2) Focus on providing clear and concise developer TCEA agreements, and account for a significant amount of time and research to develop the revenue account system, as well as the process in which funds are transferred to the public work department.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	City of Miami	Polk TPO
Ease of Implementation	4				
Clear Guidance to Developers	9				
Concise Multi-modal Standards	10				
Effectiveness of Implementing Pedestrian Improvements	9				
Effectiveness of Implementing Bicycle Improvements	8				
Effectiveness of Implementing Transit Improvements	7				
Ability to Stimulate Redevelopment and Infill	9				
Coordination Between Agencies	8				
FDOT and DCA Acceptance	6				
Clear Mechanisms for Collecting and Distributing Contributions	8				

Attachment A

Concurrency Management Element Goals, Objectives and Policies

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

Policy 1.1.1

All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI), 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.

Policy 1.1.2

Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.

Policy 1.1.3

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

Policy 1.1.4

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

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

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

Policy 1.1.5

Within Zone B or C, new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6 or 1.1.7 (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 (whichever is relevant to the Zone).

Policy 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 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 b. Provide funding for a new transit route.

- 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.
- 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.
- g. Construction of public sidewalks where they are not currently existing. Sidewalk construction required to meet the 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.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading

- for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
 - q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
 - r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connecting with transit lines; 3) land acquisition for expansion or better connectivity of the greenway system; 4) additional entry points to the greenway system; 5) bridges spanning creeks or wetland areas; and/or, 6) appropriate trail surfacing.
 - s. 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.
 - 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, where acceptable to the City and/or MTPPO, as relevant.
 - w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policy 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. 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 3 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 12 standards
Greater than 5,000 trips	At least 18 standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. 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.
- 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.

Policy 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:

- 1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
- 2. A roundabout at SW 23rd Terrace and SW 35th Place.

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

- 1. 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.

Policy 1.1.9

Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, 1.1.6, or 1.1.7

Policy 1.1.10

Within Zone B or C, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

Policy 1.1.11

An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380 F.S. DRI

requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.

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

Policy 1.1.12

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

Policy 1.1.13

In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 1.1.14

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

Policy 1.1.15

The next evaluation of the TCEA shall be in conjunction with the City’s Evaluation and Appraisal Report as required for the City of Gainesville 2010-2020 Comprehensive Plan.

Policy 1.1.16

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

Policy 1.1.17

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

Policy 1.1.18

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

Objective 1.2

The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Policy 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 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.

Policy 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.

Policy 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.

Policy 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.

Policy 1.2.5

In order to encourage the redevelopment of chronically vacant buildings located within 1/4 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.

Policy 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 redevelopment 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% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 30%.

Objective 1.3

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

Policy 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.

Policy 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.

Policy 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.

Policy 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

development/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.

Policy 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.

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

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

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

Policy 1.4.5

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

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400-foot distance requirement shall not apply if any of the following criteria are met:
 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
 2. Cross access is provided with an adjoining property.
 3. A public or private road intervenes between the two sites.
 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within ¼ mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 1.4.10

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

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

Objective 1.5

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

Policy 1.5.1

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

Policy 1.5.2

The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.

Policy 1.5.3

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

Policy 1.5.4

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

Policy 1.5.5

New development within Zone B or Zone C 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 Zone C, 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 Zone B and Zone C 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.

Policy 1.6.1

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

Policy 1.6.2

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

Objective 1.7

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

Policy 1.7.1

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

Policy 1.7.2

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

Objective 1.8

The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.

Policy 1.8.1

For developments generating more than 100 net, new trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TCEA that generate more than 1,000 net, new trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any standards proposed/required to be met under Policy 1.1.6 or 1.1.7. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing.

Policy 1.8.2

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

Policy 1.8.3

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

Objective 1.9

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

Policy 1.9.1

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

Policy 1.9.2

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

Objective 1.10

The City shall continue to enforce transportation concurrency requirements for all developments outside the adopted TCEA.

Policy 1.10.1

Outside the TCEA, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:

- a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued.
- b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five-Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:
 1. The estimated date of commencement of actual construction and the estimated date of project completion.
 2. A provision that a plan amendment is required to eliminate, defer, or 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.

Policy 1.10.2

Outside the TCEA, 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.

Policy 1.10.3

Outside the TCEA, 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:

- a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.
- b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 110 percent of the maximum volume at the adopted level of service of the roadway segment.
- c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.
- d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, 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.

TRANSPORTATION CONCURRENCY EXCEPTION AREA
Gainesville, Florida

Legend

Transportation Concurrence Exception Area Sub-Zones

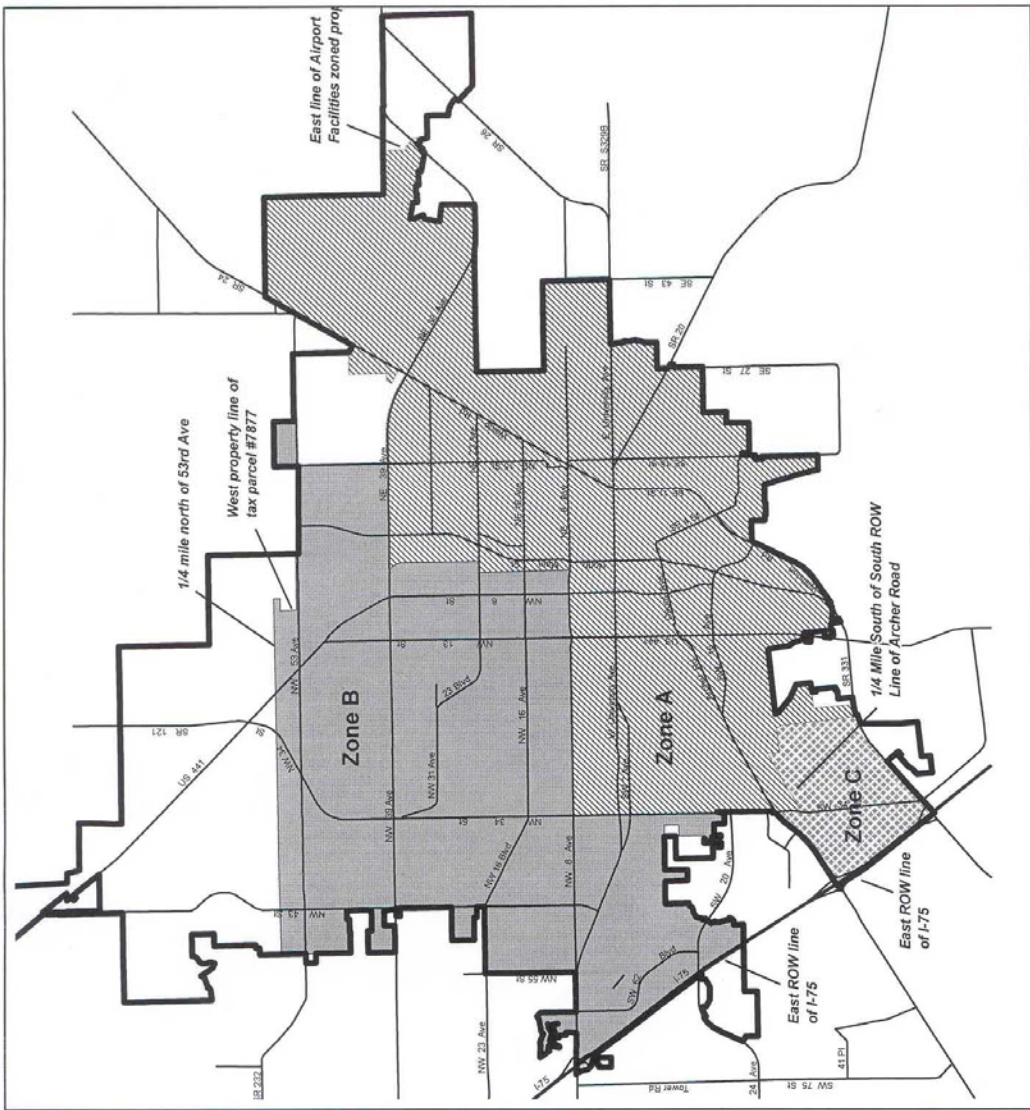
- Zone A
- Zone B
- Zone C

Gainesville City Limits

City of Gainesville
Gainesville, Florida
Prepared by the
Dept of Community Development
November 2005

0.7 0.35 0 0.7 Miles

N



Revised 11/22/04, Ord 030756
Revised 11/15/05, Ord 031252

**NW 13TH STREET
SPECIAL CONCURRENCY
REDEVELOPMENT
CREDIT AREA**

Gainesville, Florida

Legend


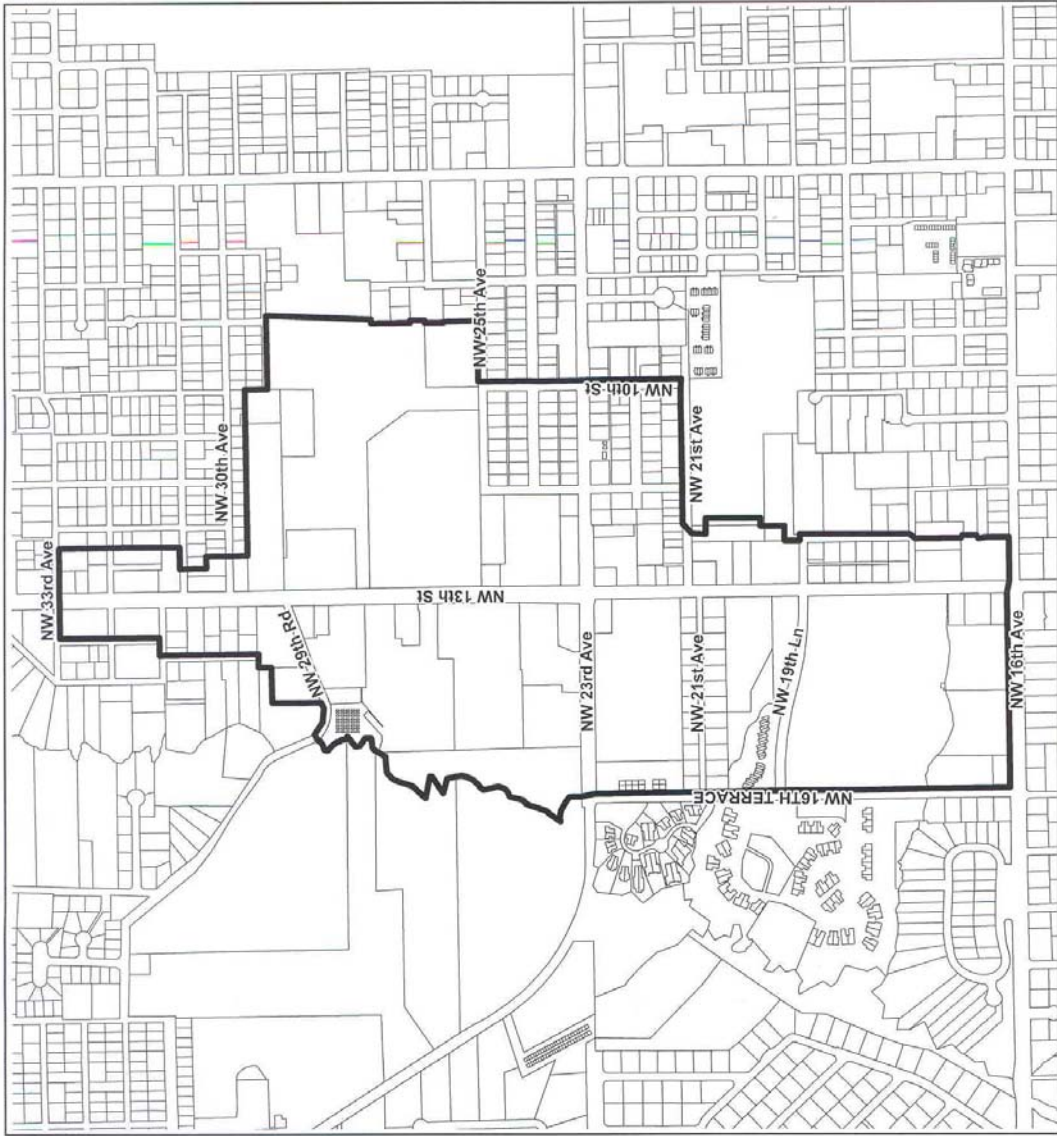
NW 13th Street Special
Concurrency/Redevelopment
Credit Area

Boundary

**City of Gainesville
Gainesville, Florida**

Prepared by the
Dept of Community Development
November 2005

0.08 0.045 0 0.09 Miles

Adopted 11/15/05, Ord 031252

TO: Project Team and to File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Mutlimodal Systems–Three Cities
CC: Project Team

City of Orlando, FL

Contacts:

Transportation Planning Division

Main #: 407-246-2522

Primary: Malisa McCreedy Malisa.McCreedy@cityoforlando.net

Date of Survey: 06/01/2007

Format of Survey: received via email

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**

(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes

(2) LYMMO bus rapid transit (BRT) System – circulator in the downtown, operated by LYNX/funded by the City of Orlando, Bicycle Plan – originally adopted in 1994; Downtown Transportation Plan adopted December 2006.

According to the City of Orlando Growth Management Plan, Transportation Element, the following mechanisms are in place to mitigate impacts on congested roadways.

To encourage infill and use of alternative modes of transportation, the area included in the Transportation Concurrency Exception Area (TCEA) is exempt from transportation concurrency management system. Additionally, transit corridors within the TCEA are given high priority for transit frequency increases to provide additional capacity to the transportation system.

Developments of regional impact within the TCEA are permitted to mitigate their impacts through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management.

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1) The City of Orlando does not currently have a process for direct calculation of the benefits of multi-modal improvements.

(2) Although there is not a direct calculation, the City of Orlando maintains a concurrency management system and a TCEA.

(3) The DCA has reviewed the City's comprehensive plan and the FDOT has reviewed concurrency standards for consistency with both State and District 1 requirements. However, the City of Orlando is currently not seeking multi-modal designation.

Survey Question C

Question: How are needed multi-modal improvements determined and what methods are used to prioritize projects?

Response: Projects are prioritized through MetroPlan Orlando, the Transportation Improvement Program, and the Capital Improvement Program.

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: The contributions are dictated primarily by the Land Development Code as well as various adopted plans and policies. For example, sidewalk width and connectivity to existing networks are detailed in the Land Development Code, while Streetscape Guidelines are explained in the Downtown Transportation Plan and the Downtown Outlook.

Depending on the project, other conditions are also negotiated such as transit stops, bus pull-out bays, 50% subsidies for bus passes, bike lanes, trail easements, contributions to BRT system expansions, and light rail right-of-way reservations depending on the project.

The southeast portion of the City of Orlando is made up of 17,000 acres and is relatively undeveloped. New development occurring in this area receives a 30% reduction of transportation impact fees as incentive to exceed code requirements for multi-modal improvements, such as constructing and maintaining the trail network. The situations are handled on a case-by-case basis and because the reductions awarded to the developers are incorporated into the negotiations of the development, the City has not tracked the number of instances in which this has occurred.

Survey Question E

Question: (1) **How successful has your jurisdiction been in implementing multi-modal improvements?**

(2) **Are these implemented improvements stimulating redevelopment or infill within the area?**

Response: (1) One of the major successes for the City of Orlando was implementation of the Bicycle Plan. The City of Orlando was named the second worst city for bicycling by Bicycling Magazine in 1990. In response to that designation, the Bicycle Plan was developed and a goal was set to complete 100 total miles of bikeway facilities in the City by the end of 2000. That goal was met and exceeded ahead of that date. In response to this, the League of American Cyclists designated the City of Orlando as a “Bicycle Friendly Community”. In total, the City has provided 148 miles of bicycle facilities, exceeding the original goal set for 2010 of 132 miles.

Another success for the City of Orlando is the LYMMO circulator service in place in Downtown Orlando. The three-mile circuit has 21 stops, and runs at five to 15 minute headways, seven days a week. The service is free to riders, and has proven to be a very popular mode of transportation throughout downtown with average daily ridership of 4,500 after 10 years of operation.

(2) The reduction of impact fees applies only to new development and does not encompass redevelopment or infill projects. Instead, these projects are given credit for any prior impact fees paid. Each master plan or planned development project is reviewed and the conditions are set by the Transportation Planning department.

An example of a stand-out project is the Baldwin Park redevelopment of the 1,000 acre Orlando Naval Training Center. As a new urbanist development, it has narrower streets in a grid pattern, and includes a connected network of bicycle lanes and sidewalks, with a regional trail running through a portion of the neighborhood.

Survey Question F

Question: **If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?**

Response: The City of Orlando does not collect developer contributions on behalf of other agencies.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: The amount of time taken to monitor transportation concurrency management has not affected the agency.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	Miami-Dade County	Polk TPO
Ease of Implementation			8		
Clear Guidance to Developers			5		
Concise Multi-modal Standards			6		
Effectiveness of Implementing Pedestrian Improvements			5		
Effectiveness of Implementing Bicycle Improvements			8		
Effectiveness of Implementing Transit Improvements			6		
Ability to Stimulate Redevelopment and Infill			8		
Coordination Between Agencies			3		
FDOT and DCA Acceptance			5		
Clear Mechanisms for Collecting and Distributing Contributions			4		

Attachment A



GMP

Growth Management Plan

Transportation

CITY OF ORLANDO
PLANNING & DEVELOPMENT
GROWTH MANAGEMENT

Approved
August 12, 1991
Amended January 22, 2007

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES & POLICIES

INTERMODAL SYSTEM

GOAL 1

To develop a balanced transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

*9J-5.019(4)(a)
State Plan 187.201(20)(a)*

Objective 1.1 Vehicle occupancy rates for home-to-work trips shall increase to 1.3 persons per vehicle during peak hours by the year 2015.

9J-5.019(4)(b)1

Policy 1.1.1 The City shall continue use of the Land Development Code's maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, and shared parking.

*9J-5.019(4)(c)3, 5
ECFRPC 63.10.2
Downtown 4.3*

Policy 1.1.2 The City shall review the Land Development Code's parking standards to identify amendments needed to promote infill development and at the same time address the changing characteristics of office and manufacturing uses.

*9J-5.019(4)(c)3
ECFRPC 63.10.2*

Policy 1.1.3 The City shall limit the addition of new long-term parking spaces in the Downtown core, and pursue park-and-ride facilities to support rideshare programs and express bus service.

*9J-5.019(4)(c)3
State Plan 187.201(20)(b)10*

Policy 1.1.4 The City shall pursue designation of exclusive high-occupancy vehicle (HOV) lanes on limited access facilities through coordination with the Florida Department of Transportation, Metroplan Orlando, the Orlando-Orange County Expressway Authority, and appropriate local governments.

Objective 1.2 Every metropolitan activity center shall be served by internal public transit, bikeway, and pedestrian systems by 2010, and every urban activity center shall integrate such systems to the maximum extent possible.

*9J-5.019(4)(b)1, 2
State Plan 187.201(20)(b)15*

Policy 1.2.1 The City shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate transfer of passengers to and from the regional transit system.

*9J-5.019(4)(c)8
State Plan 187.201(20)(b)15
ECFRPC 63.1.4
Land Use 2.1.1 (b)*

Policy 1.2.2	New or expanded metropolitan activity centers shall only be approved in conjunction with the approval of financially feasible plans for internal transit, bikeway, and pedestrian systems that reduce reliance on automobiles for access and internal circulation.	<i>9J-5.019(4)(c)5, 8 State Plan 187.201(20)(b)15 ECFRPC 63.4.4, 63.10.4</i>
Policy 1.2.3	New or expanded urban activity centers shall only be approved in conjunction with the approval of financially feasible plans for bikeway and pedestrian systems that reduce reliance on automobiles for access and internal circulation.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)15</i>
Policy 1.2.4	The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and to promote alternative transportation modes.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)8</i>
Objective 1.3	Within the City of Orlando, 5 percent of work trips shall be by public transit, and 20 percent of non-home based internal trips within metropolitan activity centers shall be by means other than the single-occupant vehicle by 2015.	<i>9J-5.019(4)(b)1</i>
Policy 1.3.1	The City shall continue to provide annual contributions to the Central Florida Regional Transportation Authority (dba Lynx) to fund transit service improvements consistent with Objective 3.3.	<i>State Plan 187.201(20)(b)8</i>
Policy 1.3.2	The City shall continue to support the regional Mobility Assistance program as a provider of services such as ridematching, vanpooling, and transit system information.	<i>9J-5.019(4)(c)11 State Plan 187.201(20)(b)10 ECFRPC 63.1.1.b Capital Improv. 1.1.1</i>
Policy 1.3.3	The City shall ensure that super stops, transit centers, and park-and-ride lots are designed to accommodate bicyclists. Safe and adequate bicycle parking facilities shall be provided at these locations. The thoroughfare system providing access to these centers and lots should allow for safe and adequate bicycle use.	<i>9J-5.019(4)(c)5, 12 ECFRPC 63.3.1</i>
Objective 1.4	The City shall maintain within the Land Development Code standards for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial enlargements and substantial improvements of existing developments, and to road improvements.	<i>9J-5.019(4)(b)4</i>
Policy 1.4.1	The City shall require site and building design for new developments within the transit service area and for Developments of Regional Impact to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle	<i>9J-5.019(c)5, 12 ECFRPC 63.4.4</i>

access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.

- Policy 1.4.2 The City shall implement Land Development Code requirements which improve pedestrian access to the transit system in order to assist the Central Florida Regional Transportation Authority (dba Lynx) in the transition of users from the Transportation Disadvantaged program into the fixed-route system. *9J-5.019(c)12*
- Policy 1.4.3 The City shall require developments to provide the following, if applicable: *9J-5.019(c)12*
ECFRPC 63.8.2
- Full accommodations for pedestrian access and movement
 - Full accommodations for bicycles, including lockers and racks
 - Well designed accommodations for transfer of passengers at designated transit facilities
 - Preferential parking for rideshare participants
 - Well designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites
 - Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access
 - Weather protection at transit stops
- Policy 1.4.4 The City shall require that new development be compatible with and further the achievement of the Transportation Element. Requirements for compatibility may include but are not limited to: *9J-5.019(4)(c)5*
- Orienting pedestrian access to transit centers and existing and planned transit routes
 - Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separation of the building from the street by parking
 - Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation
- Policy 1.4.5 The City shall support transportation related urban design studies and projects, such as traffic calming, view corridors, regional directional sign plans, and street tree plantings. *9J-5.019(4)(c)7*
- Policy 1.4.6 Consistent with its “City Beautiful” identity and to the maximum extent feasible and as appropriate to right-of-way and other corridor characteristics, the City shall

include landscaping and streetscaping as roadway design components in order to enhance the function for all users.

- Objective 1.5** The City shall review the Land Development Code annually to determine the need for amendments to make it consistent with changes to road classifications, transit, bicycle and pedestrian facility requirements, access management regulations, and transportation systems management techniques. *9J-5.019(4)(b)2*
- Policy 1.5.1 The City shall enforce the Access Management Standards included in the Land Development Code to ensure appropriate access to the city's transportation system. *9J-5.019(4)(c)2*
- Policy 1.5.2 The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roadways. *9J-5.019(4)(c)2*
- Policy 1.5.3 The City shall amend the Land Development Code as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, access control regulations, and transportation systems management techniques. *9J-5.019(4)(c)2, 7*
- Objective 1.6** Access to the Orlando International Airport and Orlando Executive Airport shall be improved throughout the planning period through integration of existing and future ground transportation systems. *9J-5.019(4)(b)1*
- Policy 1.6.1 The Orlando International Airport shall function as an intermodal terminal for the Central Florida region, incorporating aviation and surface transportation facilities. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.3
Land Use 4.2.1*
- Policy 1.6.2 The City shall promote the design and planning of multi-modal facilities that provide adequate ingress and egress to existing and future aviation facilities. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.3
Land Use 4.2.1*
- Policy 1.6.3 The City shall advocate the provision of better access to the Orlando International Airport from Downtown Orlando and the northern half of the urban area. This access may be highway, rail and/or bus. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.4
Land Use 4.2.1*
- Objective 1.7** The City shall annually coordinate with the Greater Orlando Aviation Authority to identify transportation alternatives to serve the Orlando International Airport. *9J-5.019(4)(b)3, 4
State Plan 187.201(20)(a)
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704*
- Policy 1.7.1 The City shall promote increased alternative transportation opportunities at the Orlando International Airport and Orlando Executive Airport to reduce reliance on automobile travel and encourage greater use of transportation alternatives. *9J-5.019(4)(c)11*

FIGURE TE-1**TRANSPORTATION ELEMENT****LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
4th Street	11th Street	Boggy Creek Road	E
Alafaya Trail Extension	Narcoossee Road	Central Florida Greenway	E
Americana Boulevard	John Young Parkway	Texas Avenue	E
Augusta National Drive	T.G. Lee Boulevard	Hazeltine National Drive	E
Augusta National Drive	Hazeltine National Drive	Lee Vista Boulevard	E
Augusta National Drive	Lee Vista Boulevard	Hoffner Avenue	E
Beachline Expressway (EB)	Goldenrod Road Extension	Narcoossee Road	E
Beachline Expressway (WB)	Narcoossee Road	Goldenrod Road Extension	E
Beachline Expressway (EB)	Semoran Boulevard	Goldenrod Road Extension	E
Beachline Expressway (WB)	Goldenrod Road Extension	Semoran Boulevard	E
Beachline Expressway (EB)	Tradeport Drive	Semoran Boulevard	E
Beachline Expressway (WB)	Semoran Boulevard	Tradeport Drive	E
Beachline Expressway (EB)	Boggy Creek Road	Tradeport Drive	E
Beachline Expressway (WB)	Tradeport Drive	Boggy Creek Road	E
Bent Pine Drive	Semoran Boulevard	Augusta National Drive	E
Bent Pine Drive	Augusta National Drive	Corporate Centre Boulevard	E
Boggy Creek Road	Jetport Drive	Landstreet Road	E
Boggy Creek Road	Landstreet Road	4th Street	E
Boggy Creek Road	4th Street	Tradeport Drive	E
Boggy Creek Road	Tradeport Drive	Wetherbee Road	E
Boggy Creek Road	Wetherbee Road	Central Florida Greenway	E
Boggy Creek Road	Central Florida Greenway	Orange County Line	E
Carrier Drive	International Drive	Grand National Drive	E
Central Florida Greenway (NB)	Boggy Creek Road	Narcoossee Road	E
Central Florida Greenway (SB)	Narcoossee Road	Boggy Creek Road	E
Central Florida Greenway (NB)	Narcoossee Road	Moss Park Road	E
Central Florida Greenway (SB)	Moss Park Road	Narcoossee Road	E
Central Florida Greenway (NB)	Moss Park Road	Beachline Expressway	E
Central Florida Greenway (SB)	Beachline Expressway	Moss Park Road	E
Chickasaw Trail	Red Bay Drive	Lee Vista Boulevard	E
Conroy Road	Hiawasse Road	Turkey Lake Road	E
Conroy Road	Turkey Lake Road	Kirkman Road	E
Conroy Road	Kirkman Road	Mission Road	E
Conroy Road	Mission Road	Orlando-Vineland Road	E
Conroy Road	Orlando-Vineland Road	I-4 Interchange	E
Conroy Road	I-4 Interchange	John Young Parkway	E
Conway Road	Hoffner Avenue	Lee Vista Extension	F (1,619.3 vplph)
Conway Road	Lee Vista Extension	McCoy Road	F (1,293.2 vplph)
Corporate Centre Boulevard	Bent Pine Drive	Lee Vista Boulevard	E
Dowden Road	Boggy Creek Road	Tradeport Drive	E
Dowden Road	Heinzelman Road	Narcoossee Road	E
Econlockhatchee Trail	Curry Ford Road	Lee Vista Boulevard Extension	E
Florida's Turnpike (NB)	Interstate 4	E-W Expressway	E
Florida's Turnpike (SB)	E-W Expressway	Interstate 4	E
Florida's Turnpike (NB)	Orange Blossom Trail	Interstate 4	E
Florida's Turnpike (SB)	Interstate 4	Orange Blossom Trail	E
Forbes Place	Shadowridge Drive	North Frontage Road	E
Grand National Drive	W. Oakridge Road	Carrier Drive	E
Hazeltine National Drive	Shadowridge Drive	Semoran Boulevard	E
Hazeltine National Drive	Semoran Boulevard	TPC Boulevard	E
Hazeltine National Drive	TPC Boulevard	New Goldenrod Road	E
Heinzelman Boulevard	New Goldenrod Road	South Access Road	E
Hiawasse Road	Old Winter Garden Road	Raleigh Street	E
Hiawasse Road	Raleigh Street	Metrowest Boulevard	F (1,123.8 vplph)
Hiawasse Road	Metrowest Boulevard	Florida's Turnpike Bridge	F (1,123.8 vplph)
Hoffner Avenue	Conway Road	Shadowridge Drive	F (1,210.5 vplph)
Hoffner Avenue	Shadowridge Drive	Semoran Boulevard	F (1,210.5 vplph)
Hoffner Avenue	Patch Road	Goldenrod Road	F (1,038.1 vplph)
Holden Avenue	John Young Parkway	Texas Avenue	E
Holden Avenue	Texas Avenue	Rio Grande Avenue	E
Hollywood Way	Turkey Lake Road	Universal Boulevard	E
International Drive	Oakridge Road	Grand National Drive	E
International Drive	Grand National Drive	Kirkman Road	E

**FIGURE TE-1
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
International Drive	Kirkman Road	Universal Boulevard	F (956.6 vplph)
International Drive	Universal Boulevard	Sand Lake Road	E
Interstate 4 (EB)	Sand Lake Road	Kirkman Road	E
Interstate 4 (WB)	Kirkman Road	Sand Lake Road	E
Interstate 4 (EB)	Kirkman Road	Florida's Turnpike	F (2,062.8 vplph)
Interstate 4 (WB)	Florida's Turnpike	Kirkman Road	F (2,177.4 vplph)
Interstate 4 (EB)	Florida's Turnpike	Conroy Road Interchange	E
Interstate 4 (WB)	Conroy Road Interchange	Florida's Turnpike	E
Interstate 4 (EB)	Conroy Road Interchange	John Young Parkway	E
Interstate 4 (WB)	John Young Parkway	Conroy Road Interchange	E
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Parkway	E
Interstate 4 (WB/HOV)	John Young Parkway	Florida's Turnpike	E
Interstate 4 (EB/HOV)	Kirkman Road	Florida's Turnpike	E
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Road	E
Interstate 4 (EB/HOV)	International Drive	Kirkman Road	E
Interstate 4 (WB/HOV)	Kirkman Road	Sand Lake Road	E
Interstate 4 Overpass	W. Oakridge Road	Caravan Court/Major Boulevard	E
John Young Parkway	Interstate 4	Millenia Boulevard	F (1,425.8 vplph)
John Young Parkway	Millenia Boulevard	Conroy Road/Americana Boulevard	F (1,464.5 vplph)
John Young Parkway	Conroy Road/Americana Boulevard	Oak Ridge Road	F (1,759.5 vplph)
John Young Parkway	Oak Ridge Road	Sand Lake Road	F (1,334.3 vplph)
Kirkman Road	E-W Expressway	Old Winter Garden Road	F (1,007.8 vplph)
Kirkman Road	L.B. Mcleod Road	Conroy Road	F (1,270.0 vplph)
Kirkman Road	Conroy Road	Orlando-Vineland Road	F (1,279.9 vplph)
Kirkman Road	Orlando-Vineland Road	Major Boulevard	F (1,167.4 vplph)
Kirkman Road	Major Boulevard	Interstate 4	F (1,259.0 vplph)
Kirkman Road	Interstate 4	International Drive	F (1,162.9 vplph)
Kirkman Road	International Drive	Sand Lake Road	E
Lake Nona Road (A)	Boggy Creek Road	Narcoossee Road	E
Lake Nona Road (B)	Lake Nona Road (A)	Narcoossee Road	E
Landstreet Road	Sidney Hayes Road	Orange Avenue (CR 527)	E
Landstreet Road	Orange Avenue (CR 527)	Boggy Creek Road	E
Lee Vista Boulevard	Conway Road	Shadowridge Drive	F (997.4 vplph)
Lee Vista Boulevard	Shadowridge Drive	Semoran Boulevard	E
Lee Vista Boulevard	Semoran Boulevard	Augusta National Drive	E
Lee Vista Boulevard	Augusta National Drive	TPC Drive/Corporate Center Boulevard	E
Lee Vista Boulevard	TPC Drive/Corporate Center Boulevard	New Goldenrod Road	E
Lee Vista Boulevard	New Goldenrod Road	Narcoossee Road	E
Lee Vista Boulevard	Narcoossee Road	Chickasaw Trail	E
Lee Vista Boulevard	Chickasaw Trail	Econlockhatchee Trail	E
Lee Vista Boulevard	Econlockhatchee Trail	Central Florida Greeneway	E
Major Boulevard	Orlando-Vineland Road	Kirkman Road	F (1,436.2 vplph)
Major Boulevard	Kirkman Road	Universal Boulevard	F (1,436.2 vplph)
McCoy Road	Conway Road	North Frontage Road	F (1,098 vplph)
Millenia Boulevard	Oakridge Road	Radebaugh Way	E
Millenia Boulevard	Radebaugh Way	Conroy Road	E
Millenia Boulevard	Conroy Road	John Young Parkway	E
Metrowest Boulevard	Hiawassee Road	Kirkman Road	F (1,038.7 vplph)
Mission Road (Pine Hills Extension)	L.B. Mcleod Road	Conroy Road	E
Moss Park Road	Narcoossee Road	Wewahootee Road	E
Narcoossee Road	New Goldenrod Road	Lee Vista Boulevard	F (1,051.4 vplph)
Narcoossee Road	Lee Vista Boulevard	Beachline Expressway	F (1,431.4 vplph)
Narcoossee Road	Beachline Expressway	Alafaya Trail Extension	E
Narcoossee Road	Alafaya Trail Extension	Moss Park Road	E
Narcoossee Road	Moss Park Road	Central Florida Greeneway	E
Narcoossee Road	Central Florida Greeneway	Orange County Line	E
New Goldenrod Road	Goldenrod Road	Hoffner Avenue	E
New Goldenrod Road	Hoffner Avenue	Lee Vista Boulevard	E
New Goldenrod Road	Lee Vista Boulevard	Beachline Expressway	E
New Goldenrod Road	Beachline Expressway	Heinzelman Boulevard	E
North Frontage Road	McCoy Road	Forbes Place	F (1,173.6 vplph)
North Frontage Road	Forbes Place	Semoran Boulevard	F (1,173.6 vplph)
Oakridge Road	Grand National Drive	International Drive	E

**FIGURE TE-1
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
Oakridge Road	International Drive	Millenia Boulevard	E
Oakridge Road	Millenia Boulevard	John Young Parkway	E
Old Winter Garden Road	Hiawassee Road	Kirkman Road	E
Orange Avenue (CR 527)	Jetport Drive	Landstreet Road	E
Orange Avenue (CR 527)	Landstreet Road	4th Street	E
Orange Avenue (CR 527)	4th Street	Tradeport Drive	E
Orange Avenue (CR 527)	Tradeport Drive	Wetherbee Road	E
Orange Blossom Trail	Kaley Avenue	29th Street	E
Orange Blossom Trail	29th Street	35th Street	F (1,813.1 vplph)
Orange Blossom Trail	TCEA Boundary	Holden Avenue	F (1,813.1 vplph)
Orlando-Vineland Road	L.B. Mcleod Road	Conroy Road	F (864.4 vplph)
Orlando-Vineland Road	Conroy Road	Radebaugh Way	E
Orlando-Vineland Road	Radebaugh Way	Major Boulevard	E
Orlando-Vineland Road	Major Boulevard	Kirkman Road	E
Orlando-Vineland Road	Kirkman Road	Universal Boulevard	E
Orlando-Vineland Road	Universal Boulevard	Turkey Lake Road	E
Patch Road	Hoffner Avenue	Bent Pine Drive	E
Radebaugh Way	Orlando-Vineland Road	Millenia Boulevard	E
Raleigh Street	Hiawassee Road	Kirkman Road	E
Rio Grande Avenue	Texas Avenue	TCEA Boundary	E
Sand Lake Road	International Drive	Universal Boulevard	F (951.4 vplph)
Sand Lake Road	Universal Boulevard	Kirkman Road	E
Sand Lake Road	Kirkman Road	John Young Parkway	E
Semoran Boulevard	Hoffner Avenue	Bent Pine Drive	F (1,387.1 vplph)
Semoran Boulevard	Bent Pine Drive	Lee Vista Boulevard	F (1,387.1 vplph)
Semoran Boulevard	Lee Vista Boulevard	Hazeltine National Drive	F (1,247.4 vplph)
Semoran Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	F (1,247.4 vplph)
Semoran Boulevard	T.G. Lee Boulevard	Beachline Expressway	F (1,008.2 vplph)
Semoran Boulevard (HOV)	Michigan Street/Lake Margaret Drive	Hoffner Avenue/Lee Vista Boulevard	E
Semoran Boulevard (HOV)	Hoffner Avenue/Lee Vista Boulevard	Beachline Expressway	E
Shadowridge Drive	Hoffner Avenue	Lee Vista Boulevard Extension	E
Shadowridge Drive	Lee Vista Boulevard Extension	Hazeltine National Drive	E
Shadowridge Drive	Hazeltine National Drive	Forbes Place	E
Taft Vineland Road	Orange Avenue (CR 527)	Sidney Hayes Road	E
Texas Avenue	Americana Boulevard	Holden Avenue	E
Texas Avenue	Holden Avenue	Rio Grande Avenue	E
T.G. Lee Boulevard	Semoran Boulevard	Augusta National Drive	E
T.G. Lee Boulevard	Augusta National Drive	Patch Boulevard	E
T.G. Lee Boulevard	Patch Boulevard	Goldenrod Road Extension	E
TPC Drive	Lee Vista Boulevard	Hazeltine National Drive	E
TPC Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	E
Tradeport Drive	McCoy Road	Beachline Expressway	F (1,097.6 vplph)
Tradeport Drive	Beachline Expressway	Jetport Drive	F (1,097.6 vplph)
Tradeport Drive	Jetport Drive	Boggy Creek Road	E
Tradeport Drive	Boggy Creek Road	Orange Avenue (CR 527)	E
Tradeport Drive	Orange Avenue (CR 527)	Taft Vineland Road	E
Turkey Lake Road	Conroy Road	Orlando-Vineland Road	F (800.4 vplph)
Turkey Lake Road	Orlando-Vineland Road	Hollywood Way	E
Turkey Lake Road	Hollywood Way	Sand Lake Road	E
Universal Boulevard	Orlando-Vineland Road	Major Boulevard	F (946.2 vplph)
Universal Boulevard	Major Boulevard	Hollywood Way	F (946.2 vplph)
Universal Boulevard	Hollywood Way	Interstate 4	F (1,183.4 vplph)
Universal Boulevard	Interstate 4	International Drive	F (1,183.4 vplph)
Universal Boulevard	International Drive	Sand Lake Road	E
Universal Boulevard	Sand Lake Road	International Drive (South)	E
Wetherbee Road Extension	Wetherbee Road	South Access Road	E

Amended January 22, 2007, Effective Date February 21, 2007, Doc. No. 0701221001

Policy 1.7.2 The City shall support the proposed Port Canaveral/Orlando International Airport railway corridor. This corridor shall be designed to promote the movement of people and goods from the coast to the Orlando International Airport and not to facilitate the premature development of urban uses along the corridor.

Roadway System

Objective 1.8 The Traffic Circulation Level of Service Standards as defined in Policies 1.8.1 and 1.8.2 shall be maintained through 2015. *9J-5.019(4)(b)1, 2*

Policy 1.8.1 Figure TE-1 shall be the Traffic Circulation Level of Service Standards by planning period for every major thoroughfare outside the Transportation Concurrency Exception Area (TCEA) and within city boundaries. Assessment of the level of service for major thoroughfares outside the TCEA and within city boundaries shall be based on peak hour directional traffic, using the most recent Highway Capacity Manual or other accepted procedures. *9J-5.019(4)(c)1
ECFRPC 64.1.2.a
Capital Improv. 1.2.2*

Policy 1.8.2 The City shall exempt the area shown in Figure TE-2 from Transportation Concurrency in order to promote infill development and encourage use of alternative transportation modes.

Policy 1.8.3 When major thoroughfares located outside the Transportation Concurrency Exception Area are added to Figure TE-1, the default Level of Service (LOS) Standard shall be as follows: 1) LOS Standard “E”, or 2) If the roadway is operating at LOS “F”, to maintain or improve the roadway performance at time of inclusion in Figure TE-1. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*

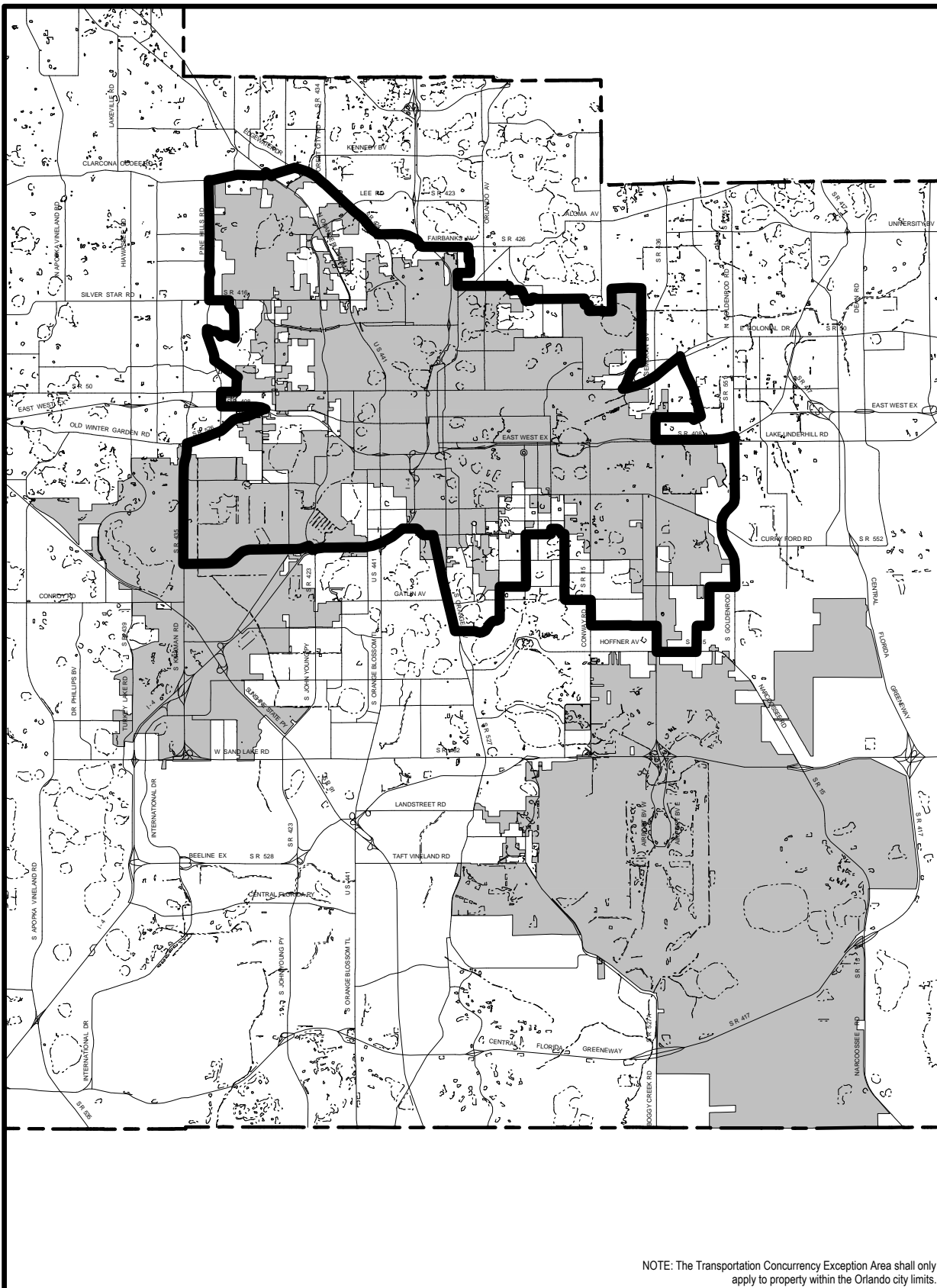
Policy 1.8.4 The City shall develop roadway projects based on the need to improve transportation system efficiency balanced with quality urban design, whether inside or outside the Transportation Concurrency Exception Area. Where appropriate, roadways will be designed to ease the flow of buses by using turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, and bus-only lanes. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*

Policy 1.8.5 Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multimodal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs, level of service, and appropriate system continuity. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*

Policy 1.8.6 Transit corridors within the Transportation Concurrency Exception Area shall be given high priority for transit frequency increases to provide additional capacity to the transportation system. *9J-5.019(4)(c)7
State Plan 187.201(20)(b)8
Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*



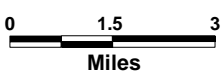
Transportation Concurrency Exception Area





NOTE: The Transportation Concurrency Exception Area shall only apply to property within the Orlando city limits.

Figure TE-2

LEGEND



-  Transportation Concurrency Exception Area Boundary
-  City Jurisdiction (May, 2003)

City of Orlando Planning & Development Department
City Planning Bureau September 2002

Amended April 14, 2003
Effective Date June 7, 2003
Doc. No. 030414702

Policy 1.8.7

Major thoroughfares outside the Transportation Concurrency Exception Area with an adopted Level of Service Standard of “F” shall not be significantly degraded. Significant degradation means traffic increases exceeding the following percentages over the adopted vehicles per hour per lane (vphpl) standards:

*9J-5.019(4)(c)1
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Limited Access Facilities

- 4 Lanes 29%
- 6 Lanes 18%

Arterials and Collectors

- 2 Lanes Undivided 56%
- 4 Lanes Undivided 34%
- 4 Lanes Divided 25%
- 6 Lanes Divided 17%

One-Way Roads

- 2 Lanes 25%
- 3 Lanes 17%
- 4 Lanes 15%

Constrained Facilities

- 4 or 6 lanes 10%

Policy 1.8.8

Applicants for Growth Management Plan amendments to an activity center designation outside the Transportation Concurrency Exception Area shall demonstrate that transportation facilities have sufficient current and future capacity to handle the related travel demand changes according to the Level of Service Standards shown in Figure TE-1.

*9J-5.019(4)(c)1
ECFRPC 64.1.c
Capital Improv. 1.2.3
Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*

Policy 1.8.9

Applicants requesting a Growth Management Plan Future Land Use Map amendment to create a new activity center or expand an existing activity center designation inside or outside the Transportation Concurrency Exception Area shall conduct a neighborhood impact analysis if projected traffic under the proposed future land use designation exceeds projected traffic under the existing designation by more than 1,000 daily trips. The Municipal Planning Board may waive this requirement, upon recommendation by the Transportation Planning Bureau, if there are no mitigation measures appropriate or applicable to the impacted roadway. If existing traffic on collector or local streets within the City is projected to increase by more than ten (10%) percent due to the project, the developer shall mitigate through appropriate traffic calming and/or transportation demand management measures.

*Amended November 10, 2003
Effective Date March 1, 2004
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Policy 1.8.10

Applicants for Developments of Regional Impact, inside the Transportation Concurrency Exception Area, shall

*Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*

mitigate their impacts. Mitigation shall occur through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management measures.

- Policy 1.8.11 Applicants for development proposals inside and outside the Transportation Concurrency Exception Area shall conduct a neighborhood impact analysis if the proposed development is projected to generate more than 1,000 daily trips. The Municipal Planning Board may waive this requirement, upon recommendation by the Transportation Planning Bureau, if there are no mitigation measures appropriate or applicable to the impacted roadway. If existing traffic on collector or local streets within the City is projected to increase by more than ten (10%) percent due to the project, the developer shall mitigate through appropriate traffic calming and/or transportation demand management measures. *9J-5.019(4)(c)7
ECFRPC 64.8.4
Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Policy 1.8.12 The City shall develop and apply traffic mitigation measures on Merritt Park Drive, Ibis Drive, Falcon Drive, Chelsea Street, and/or Plaza Terrace at such time as their average daily traffic exceeds 110% of the 2010 base condition as shown in the NTC Base Reuse Plan. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Policy 1.8.13 No development order or building permit shall be issued which creates or exacerbates a significant safety hazard on the transportation system. The developer shall mitigate the adverse impact or provide safe and adequate access to other thoroughfares as long as such connections are consistent with Level of Service Standards. *9J-5.019(4)(c)2
ECFRPC 64.8.4
Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Policy 1.8.14 Developments approved prior to adoption of the Transportation Element with conditions to improve the thoroughfare system shall not be exempted from those conditions as a result of the updated Roadway Level of Service Standards, unless the conditions can be shown to be inconsistent with current design standards or accepted practice. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Policy 1.8.15 The City shall oppose any forced transfer of Florida Department of Transportation or Orange County jurisdictional roadways to the city's jurisdiction. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Policy 1.8.16 Recognizing that traffic along toll roads is a function of the toll policies established by the responsible authorities, the City shall have no commitment for meeting level of service standards established by these authorities. *Amended November 10, 2003
Effective Date March 1, 2004
Doc. No. 031110705*
- Objective 1.9** The City shall review, concurrently with the EAR process in 2007 and every five years thereafter, its Major Thoroughfare Plan shown in Appendix C, to ensure its appropriateness and to protect rights-of-way needed for transportation system improvements listed in Figure TE-3 and needed for the implementation of the City's Bicycle Plan. *9J-5.019(4)(b)5
State Plan 187.201(20)(b)14
Amended June 7, 2004
Effective Date July 8, 2004
Doc. No. 040607904*

FIGURE TE-3 - RECOMMENDED PLAN 2004-2021

CAPACITY PROJECTS FOR PLANNING PERIOD 2004-2006

RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION
CITY	CRYSTAL LK. RD./MAGUIRE BLVD.	SOUTH ST.	LIVINGSTON ST.	WIDEN TO 4 LANES
CITY/CNTY/FDOT	JOHN YOUNG PKWY. - INTERCHANGE			REBUILD INTERCHANGE
CITY/FDOT	KIRKMAN RD.	CONROY RD.	COLONIAL DR.	WIDEN TO 6 LANES
CITY/DEVELOPER	NTC-EAST/WEST RD.	BENNET RD.	SEMORAN BLVD.(S.R. 436)	CAPACITY IMPROVEMENTS
CITY/DEVELOPER	NTC-NORTH/SOUTH RD.	COLONIAL DR.	NTC/MAGUIRE ENTRANCE	CAPACITY IMPROVEMENTS
CITY	ORLANDO-VINELAND R D.	CONROY RD.	L.B. MCLEOD RD.	WIDEN TO 4 LANES
CTY/CNTY/FDOT/GOAA	SOUTH-CENTRAL CORRIDOR ALTERNATIVES STUDY RECOMMENDATIONS			CAPACITY IMPROVEMENTS
	Goldenrod Rd.	East-West Expwy.	Narcoossee Rd.(S.R.15)	WIDEN/CONST. TO 4 LANES
	Goldenrod Rd.	Narcoossee Rd.(S.R.15)	Beachline Expwy.(S.R.528)	NEW 4 LANES + INTERCH.
	Conway Rd.	Hoffner Av.	Beachline Expwy.(S.R.528)	WIDEN TO 4 LANES
	Semorán Blvd.	East-West Expwy.	Curry Ford Road	WIDEN TO 6 LANES
TURNPIKE	FLORIDA'S TURNPIKE	SR 408	SR 417	WIDEN TO 8 LANES
OCEA	SR 408	HIWASSEE RD.	SR 417	WIDEN TO 8/10 LANES
CITY	MISCELLANEOUS INTERSECTION CAPACITY NEEDS & BICYCLE IMPROVEMENTS			

CAPACITY PROJECTS FOR PLANNING PERIOD 2007-2012

CITY/CNTY/DEV	BOGGY CREEK RD.	GREENEWAY EXPWY.(S.R.417)	TINDALL RD.	WIDEN TO 4 LANES
CITY/DEVELOPER	CARRIER DRIVE	UNIVERSAL BLVD.	LAKEHURST DR.	WIDEN TO 4 LANES
CITY/DEVELOPER	COMMANDER DR.	TURNBULL DR.	PERSHING AV.	NEW 3 LANE ROAD
CITY/CNTY/DEV	ECONLOCKHATCHEE TR.	CURRY FORD RD.	LEE VISTA BLVD.	WIDEN TO 4 LANES
CITY/DEVELOPER	FAIRGREEN ST.	PRIMROSE DR.	OLD CHENEY HIGHWAY	NEW 2 LANE ROAD
GOAA	INT'L AIRPORT SOUTH ACCESS		SOUTHERN CONNECTOR	WIDEN TO 4 LANES
FDOT	JOHN YOUNG PKWY. - EXTENSION	ORANGE BLOSSOM TR.	FOREST CITY RD. (S.R.434)	NEW 6 LANE ROAD
CITY/DEVELOPER	LAKE NONA - EAST/WEST RD.	BOGGY CREEK RD.	NARCOOSSEE RD.(S.R.15)	WIDEN TO 4 LANES
CITY/DEVELOPER	LAKE NONA - EASTERN RD.	LAKE NONA - NORTH/SOUTH RD.	NARCOOSSEE RD.(S.R.15)	NEW 2 LANE ROAD
CITY/COUNTY	LANDSTREET RD.	BEACHLINE EXPWY (S.R.528)	BOGGY CREEK RD. EXT.	WIDEN TO 4 LANES
CITY/DEVELOPER	LEE VISTA BLVD. EXT.	SR 417	YOUNG PINE RD.	NEW 4 LANE ROAD
CITY/DEVELOPER	LEE VISTA BLVD.	CONWAY RD.	SEMORAN BLVD.(S.R. 436)	WIDEN TO 4 LANES
CITY/DEVELOPER	METROWEST BLVD. EXTENSION	SHINGLE CREEK	MISSION RD. ALIGNMENT	NEW 3 LANE ROAD
CITY	MISSION RD.	CONROY RD.	OLD WINTER GARDEN RD.	NEW 4 LANE ROAD
FDOT/CITY/DEVELOPER	NARCOOSSEE RD./HOFFNER(S.R.15)	CONWAY RD.	BEACHLINE EXPWY (S.R.528)	WIDEN TO 4 LANES
CITY/DEVELOPER	NARCOOSSEE RD.(S.R.15)	BEACHLINE EXPWY (S.R.528)	GREENEWAY EXPWY.(S.R. 417)	4 LANE DEBT SERVICE
CITY/DEVELOPER	SHADOWRIDGE RD.	T.G. LEE BLVD.	LEE VISTA BLVD.	NEW 4 LANE ROAD
CTY/CNTY/FDOT/GOAA	SOUTH-CENTRAL CORRIDOR ALTERNATIVES STUDY RECOMMENDATIONS			CAPACITY IMPROVEMENTS
	Orange Blossom Tr.	EAST-WEST EXPRESSWAY	BEACHLINE EXPWY (S.R.528)	WIDEN TO 6 LANES
OCEA	SR 417	SR 408	BOGGY CREEK RD. EXT.	WIDEN TO 6 LANES
OCEA	SR 528	INTERSTATE 4	SR 417	WIDEN TO 8/10 LANES
CITY	VIRGINIA DR.	ORANGE AV.	MILLS AV. (US 17-92)	CAPACITY IMPROVEMENTS
CITY	MISCELLANEOUS INTERSECTION CAPACITY NEEDS & BICYCLE IMPROVEMENTS			

CAPACITY PROJECTS FOR PLANNING PERIOD 2013-2021

CITY/DEVELOPER	ALDEN RD.	ORANGE AV.	ROLLINS ST.	NEW 2 LANE ROAD
CITY/DEVELOPER	ALAFAYA TR.	NARCOOSSEE RD.(S.R.15)	GREENEWAY EXPWY.(S.R. 417)	NEW 6 LANE ROAD
CITY/CNTY/DEV	BOGGY CREEK RD.	TAFT-VINELAND RD. EXT.	GREENEWAY EXPWY.(S.R. 417)	WIDEN TO 4 LANES
CITY/GOAA/DEV	BOGGY CREEK RD.	FOURTH ST.	JETPORT DR.	WIDEN TO 4 LANES
CITY/DEVELOPER	GRAND NATIONAL DRIVE	W. OAKRIDGE RD.	CARRIER DR.	WIDEN TO 4 LANES
CITY/DEVELOPER	HEINTZLEMAN ROAD	GOLDENROD RD. EXTENSION	ECONLOCKHATCHEE TR.	NEW 4 LANE ROAD
FDOT	INTERSTATE 4	KIRKMAN ROAD	MAITLAND BLVD	I-4 MASTER PLAN
CITY/DEVELOPER	INTERSTATE 4 OVERPASS	W. OAKRIDGE ROAD	CARAVAN COURT/MAJOR BLVD.	NEW 4 LANE ROAD
FDOT	JOHN YOUNG PKWY.	COLONIAL DR.	FOREST CITY ROAD (S.R. 434)	WIDEN TO 6 LANES
CITY	LAKE UNDERHILL DR.	SOUTH ST.	CONWAY RD.	CAPACITY IMPROVEMENTS
CITY/DEVELOPER	LAKE NONA - NORTH/SOUTH RD.	GOLDENROD RD. EXTENSION	LAKE NONA - EAST/WEST RD.	WIDEN TO 4 LANES
CITY	MAGUIRE BLVD.	LIVINGSTON ST.	COLONIAL DR.	WIDEN TO 6 LANES
CITY/DEVELOPER	NARCOOSSEE RD.(S.R.15)	BEACHLINE EXPWY (S.R.528)	GREENEWAY EXPWY.(S.R. 417)	4 LANE DEBT SERVICE
CITY/DEVELOPER	NARCOOSSEE RD.(S.R.15)	GREENEWAY EXPWY.(S.R. 417)	ORANGE COUNTY LINE	WIDEN TO 4 LANES
CTY/CNTY/FDOT/GOAA	SOUTH-CENTRAL CORRIDOR ALTERNATIVES STUDY RECOMMENDATIONS			CAPACITY IMPROVEMENTS
CITY	MISCELLANEOUS INTERSECTION CAPACITY NEEDS & BICYCLE IMPROVEMENTS			

rvsd November 2006

Amended January 22, 2007
 Effective Date February 21, 2007
 Doc. No. 0701221001

Policy 1.9.1	The City shall review through the Technical Review Committee process all proposed development for consistency with future transportation projects listed in Figure TE-3 to protect needed rights-of-way, and to ensure consistency with the city's Bicycle Plan and the Land Development Code.	<i>9J-5.019(4)(c)4 State Plan 187.201(20)(b)14 ECFRPC 63.3.1</i>
Policy 1.9.2	The City's Major Thoroughfare Plan, shown in Appendix C, shall be used for acquisition and reservation of rights of way, and for review of all development proposals and subdivision plats.	<i>9J-5.019(4)(c)4 State Plan 187.201(20)(b)14 ECFRPC 64.3</i>
Objective 1.10	The City shall continually implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses yet discourage cut-through traffic.	<i>9J-5.019(4)(b)1 Amended March 18, 2002 Effective Date June 2, 2002 Doc. No. 020318704</i>
Policy 1.10.1	The City shall ensure that existing and new residential developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.	<i>9J-5.019(c)(4)5,8,9 ECFRPC 63.3.2.6</i>
Policy 1.10.2	The City shall preserve existing roadway connections, and restore connections that previously were severed, where appropriate.	<i>9J-5.019(4)(c)5, 8, 9</i>
Policy 1.10.3	The City shall ensure that streets in new residential developments are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. A maximum stubout spacing of approximately 660 feet shall be encouraged, consistent with the city's access management spacing standards. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where abutting land is undevelopable.	<i>9J-5.019(4)(c)5, 8, 9</i>
Policy 1.10.4	The City shall ensure that new developments align their roadways to connect with the stubouts provided by adjacent developments.	<i>9J-5.019(4)(c)2, 5, 8</i>
Policy 1.10.5	The City shall require multi-family developments to provide cross-access easements or public right-of-way stubouts to adjacent parcels when such connections will improve connectivity to the surrounding roadway system and enhance access to surrounding land uses. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable.	<i>9J-5.019(4)(c)5 ECFRPC 64.5.4</i>
Policy 1.10.6	Internal streets connecting residential subdivisions shall be designed to discourage through movements that should be accommodated by major thoroughfares.	<i>9J-5.019(4)(c)2, 5</i>

Policy 1.10.7	The City shall require new residential developments to be designed to discourage speeding and cut-through traffic. This shall be accomplished through appropriate methods, such as gateway treatments, roundabouts, reduced roadway width and turn radii, and elevated intersections, or other treatments as listed in the city's Neighborhood Traffic Management Policy and Administrative Procedures.	9J-5.019(4)(c)2, 5
Policy 1.10.8	The City shall discourage arterial traffic on local streets in residential neighborhoods by implementing traffic calming measures and improving the flow of traffic on major thoroughfares. Major thoroughfare improvements shall be implemented according to Figure TE-3.	9J-5.019(4)(C)2, 5
Policy 1.10.9	The City shall promote local street network connectivity by discouraging private and gated roadways.	9J-5.019(4)(c)5
Objective 1.11	The City shall use incentives to encourage conformance with connectivity index standards in the Land Development Code when properties are developed or redeveloped, in order to ensure adequate internal connections, as well as connections to adjacent and nearby uses.	9J-5.019(4)(b)1 Amended March 18, 2002 Effective Date June 2, 2002 Doc. No. 020318704
Policy 1.11.1	The City shall require developments to comply with the connectivity index standards to provide for adequate internal and external connections, as well as to improve the city's overall roadway network.	9J-5.019(4)(c)10
<u>Public Transit System</u>		9J-5.019(4)(b)4 State Plan 187.201(20)(b)8, 14 Amended March 18, 2002 Effective Date June 2, 2002 Doc. No. 020318704
Objective 1.12	Reserved.	
Objective 1.13	The City shall prioritize transit headway improvements along designated transit corridors throughout the planning period.	9J-5.019(4)(b)1, 2
Policy 1.13.1	The City shall strive to maintain or improve a 30-minute weighted average headway on fifty-nine percent (59%) of the designated transit service corridors with the Transportation Concurrency Exception Area (TCEA) by 2005.	9J-5.019(4)(c)1 State Plan 187.201(20)(b)9 ECFRPC 63.2.1. Amended September 23, 2002 Effective November 14, 2002 Doc. No. 020923719
Objective 1.14	All new public transit systems, facilities and services in the City of Orlando shall be designed and operated to provide accessibility to all segments of the community.	9J-5.019(4)(b)4
Policy 1.14.1	The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.	9J-5.019(4)(c)9 State Plan 187.201(20)(b)9 ECFRPC 63.7.1. Amended: January 29, 2001 Effective Date: March 1, 2001 Doc. No.33552
Policy 1.14.2	The City shall support the Central Florida Regional Transportation Authority (dba Lynx) in the improvement	9J-5.019(4)(c)9 ECFRPC 63.7.2

and expansion of special services for the elderly and handicapped through the enforcement of applicable requirements.

Policy 1.14.3	The City shall support provisions for transit passenger convenience such as: <ul style="list-style-type: none">• Information programs which acquaint travelers with transit routes and available services• Weather protection at selected stops along transit routes• Clear signage which identifies transit stops• Lighting and emergency call boxes at selected stops• Route map signs at designated transit stops• More direct bus routing, if necessary, in order to extend service to major residential areas and traffic generators	<i>State Plan 187.201(20)(b)9 ECFRPC 63.1.1.c</i>
Policy 1.14.4	The City shall require that transit facilities, such as turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate.	<i>9J-5.019(4)(c)7 State Plan 187.201(20)(b)8 ECFRPC 63.2.2</i>
Policy 1.14.5	The City shall seek opportunities for development around transit centers, including rail stations, in an effort to encourage public transit ridership.	<i>9J-5.019(4)(c)12</i>
Policy 1.14.6	The City shall encourage the Central Florida Regional Transportation Authority (dba Lynx) to coordinate routing of the regional service and location of transit facilities with the location of activity centers and high intensity mixed use corridors as identified in the Future Land Use Element.	<i>9J-5.019(4)(c)12 State Plan 187.201(20)(b)11,15</i>
Policy 1.14.7	The City shall monitor and affect as needed the operations of the Central Florida Regional Transportation Authority (dba Lynx) within the City of Orlando related to service levels, fare structures, ridership projections, financial needs, and recommended funding sources.	<i>9J-5.019(4)(c)11 ECFRPC 63.1.3</i>
Policy 1.14.8	The City shall protect planned public transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way which have been identified for the construction of rail transit lines, express bus lanes, or high occupancy vehicle (HOV) lanes.	<i>9J-5.019(4)(c)4, 7 State Plan 187.201(20)(b)8, 14 ECFRPC 64.3 Amended: January 29, 2001 Effective Date: March 1, 2001 Doc. No. 33552</i>
Policy 1.14.9	The City may eliminate on-street parking from thoroughfares as required to enable the development of public transit, bicycle, and pedestrian systems.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)8 ECFRPC 64.19 Amended: January 29, 2001 Effective Date: March 1, 2001 Doc. No. 33552</i>
<u>Rail System</u>		
Objective 1.15	The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in	<i>9J-5.019(4)(b)3 State Plan 187.201(20)(b)13 ECFRPC 63.12.3 Amended: January 29, 2001 Effective Date: March 1, 2001 Doc. No. 33552</i>

the planning and construction of fixed guideway transit systems.

- Policy 1.15.1 The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in addressing stations siting and design. *9J-5.019(4)(c)11, 13
State Plan 187.201(20)(b)13
ECFRPC 63.12.3*
- Policy 1.15.2 The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in promoting financial partnerships needed for construction of the fixed guideway transit systems. *9J-5.019(4)(c)11, 13
State Plan 187.201(20)(b)4
ECFRPC 63.12.5
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552*
- Objective 1.16** The City shall become the hub of the statewide intercity rail system by 2010. *9J-5.019(4)(b)3
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552*
- Policy 1.16.1 The City shall work with the Florida Department of Transportation to identify appropriate corridors and sites for stations and ancillary development for statewide intercity rail systems. Statewide intercity rail stations located downtown, at Orlando International Airport, and at the International Drive activity centers are considered highly desirable by the City to provide access to the greatest number of users. *9J-5.019(4)(c)9, 11
State Plan 187.201(20)(b)11
ECFRPC 63.14.3
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552*
- Policy 1.16.2 The City shall work with the Central Florida Regional Transportation Authority (dba Lynx) to make available appropriate types and levels of public transit service to interconnect with the statewide intercity rail system at stations within or near the City and to help mitigate the traffic impacts of such stations. *9J-5.019(4)(c)11
State Plan 187.201(20)(b)8
ECFRPC 63.15
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552*
- Policy 1.16.3 The City shall seek to ensure that all new high technology transportation systems are developed in an environmentally sensitive manner. *State Plan 187.201(20)(b)2
ECFRPC 63.14.2*
- Policy 1.16.4 The City shall foster, encourage and support programs and projects designed to capture and enhance the secondary technological effects of statewide intercity rail projects including educational programs and centers, design and manufacturing firms, and research and development projects. *Land Use 4.2.3
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552*

Aviation System

- Objective 1.17** The capacity of the Orlando International Airport shall be increased by a combination of improvements implemented by the City, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, and the Greater Orlando Aviation Authority, through the planning periods. *9J-5.019(4)(b)1, 3, 4*

Improvements include enhancing transit service, implementing roadway system expansion, building the proposed 4th airside, and adding the proposed 4th runway and associated taxiways.

- Policy 1.17.1 The City shall support the growth of aviation facilities needed to keep up with the increased demand of business, tourism, and convention travel. *State Plan 187.201(20)(b)9
ECFRPC 64.18.1
Land Use 4.1.1*
- Objective 1.18** The City shall encourage the Greater Orlando Aviation Authority to operate cost-effective commercial aviation facilities at the Orlando International Airport and cost-effective general aviation facilities at the Orlando Executive Airport through the planning periods.
- Policy 1.18.1 The City shall not subsidize operations at the Orlando International Airport or Orlando Executive Airport. The Greater Orlando Aviation Authority, as the agency currently responsible for providing air transportation services to Orlando and the Central Florida region, shall operate in a cost-effective and efficient manner, without compromising safety. *9J-5.019(4)(c)14
State Plan 187.201(20)(b)5*
- Objective 1.19** Throughout the planning period, the City shall maintain land use regulations for lands surrounding the Orlando International Airport and Orlando Executive Airport, so as to prohibit incompatible land uses. This shall be accomplished using the Airport Noise Overlay District, which incorporates Federal Aviation Regulations Part 150 requirements. *9J-5.019(4)(b)2*
- Policy 1.19.1 The City, through proper land use planning, regulation and site design techniques, shall limit costs associated with correcting land use incompatibilities.
- Policy 1.19.2 The City shall adopt and maintain comprehensive airport-related land use standards, consistent with those of Orange and Osceola Counties. *9J-5.019(4)(c)11*
- Objective 1.20** The City shall ensure that the aviation section of the Transportation Element is consistent to the maximum extent feasible with all applicable federal, state, and regional aviation plans. *9J-5.019(4)(b)3
State Plan 187.201(20)(b)13*
- Policy 1.20.1 The City shall participate in the Continuing Florida Aviation System Planning Process. *9J-5.019(4)(c)11*
- Policy 1.20.2 The City shall participate in the identification of potential reliever airport facility locations as the needs become apparent. *9J-5.019(4)(c)14
State Plan 187.201(20)(b)9*

Policy 1.20.3	The City shall revise the aviation section of the Transportation Element to be consistent with the noise exposure contours developed for the Orlando International and Orlando Executive Airports. These revisions shall be developed as soon as possible after the final, approved results of the Federal Aviation Regulations Part 150 Study have been published.	<i>ECFRPC 64.18.2</i>
Objective 1.21	The City shall continue to monitor all proposed expansions of aviation facilities at the Orlando International Airport and Orlando Executive Airport, for consistency with the city's Future Land Use Element and Conservation Element.	<i>9J-5.019(4)(b)2</i>
Policy 1.21.1	In order to ensure land use compatibility and to protect sensitive environmental lands, the expansion of aviation facilities at the Orlando International Airport and the Orlando Executive Airport shall be consistent with the city's Future Land Use Element and Conservation Element.	<i>State Plan 187.201(20)(b)2, 12 ECFRPC 64.18.1 Capital Improv. 1.5.2</i>
Objective 1.22	The City shall continue to review individual requests for the construction of vertiports as a conditional use consistent with the procedures in the Land Development Code, throughout the planning period.	
Policy 1.22.1	The City shall promote public safety, control noise exposure and noise pollution, and further land use compatibility through locational standards.	<i>ECFRPC 64.18.1</i>
Policy 1.22.2	The City shall encourage the development of public-use vertiport facilities only in urban and metropolitan activity centers to avoid the potential for undesirable concentrations of private-use vertiport facilities outside designated areas.	<i>9J-5.019(4)(c)8</i>
Objective 1.23	Throughout the planning period, the City shall continue to protect all environmentally sensitive areas on the Orlando International Airport and Orlando Executive Airport properties, including wetlands, floodways, lakes, existing wildlife habitats, sensitive ecological communities, and endangered and threatened species. Environmentally sensitive area designations shall be consistent with the Future Land Use and Conservation Elements of the Growth Management Plan and with the Land Development Code. The recommendations of the Federal Aviation Administration Advisory Circular 150/5200-33, Hazardous Wildlife Attractors On or Near Airports, shall be adhered to where practicable, so long as they are not incompatible with federal and state environmental law.	<i>State Plan 187.201(20)(b)2, 12</i>
Policy 1.23.1	The City shall protect the water quality of Lake Barton, Lake Underhill, Mud Lake, Lake Nona, Bull Slough, Boggy Creek, and other waterways within airport properties by	<i>State Plan 187.201(20)(b)2, 12 ECFRPC 64.23.1</i>

restricting incompatible land uses through the Growth Management Plan and the Land Development Code.

Policy 1.23.2 The City shall not permit construction within designated clear zones, except for appropriate navigational and public benefit facilities. *ECFRPC 64.18.3*

Objective 1.24 In the event that designated sensitive environmental lands or developed areas are threatened by aviation facility expansions, development and/or mitigation scenarios shall be provided to the City and to the appropriate reviewing agencies for approval and/or modifications.

Policy 1.24.1 The City shall ensure that potentially adverse environmental impacts are eliminated or minimized by utilizing best management practices during any aviation facility expansion. *State Plan 17.201(20)(b)2, 12
ECFRPC 64.18.1*

Policy 1.24.2 The City shall require the Greater Orlando Aviation Authority to eliminate or regulate potential hazardous waste generators on any airport property in accordance with all applicable state and federal requirements. *9J-5.019(4)(c)11*

Objective 1.25 The City shall maintain aircraft noise/sound level reduction standards consistent with those adopted by Orange County and Osceola County, throughout the planning period. These standards will include aviation easements and public courtesy notices of potential noise impacts from the Orlando International Airport and Orlando Executive Airport, within specific noise contours. *Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704*

Policy 1.25.1 The City shall ensure that noise pollution impacts will be reduced through the land use planning process and that airport facilities provide stringent noise mitigation measures. *ECFRPC 64.18.1*

Policy 1.25.2 Because some maintenance operations located on the western boundary of the Orlando Executive Airport are creating noise-related disturbances to surrounding residential neighborhoods, the City shall encourage the Greater Orlando Aviation Authority to either relocate this type of land use, or provide more stringent noise attenuation, in order to more effectively buffer incompatible land uses. *9J-5.019(4)(c)11*

Bikeway System

Objective 1.26 By 2010, the City shall add at least 100 miles of bikeway facilities to the existing 148 miles of bikeway facilities within the City. *9J-5.019(4)(b)1
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704*

Policy 1.26.1	The City shall integrate the bicycle plan into residential areas, public schools, activity centers, recreational areas, major industrial zones, and the park system through activities such as the development review process and the road resurfacing program.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.e</i>
Policy 1.26.2	The City shall require bicycle lanes of four (4) feet minimum on all new or reconstructed roadways within the city, where feasible (excluding limited access facilities and local residential streets). Wherever bicycle lanes are not feasible, justification shall be included as part of the road preliminary design process and alternative routes shall be identified.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.1 Amended March 18, 2002 Effective June 2, 2002 Doc. No. 020318704</i>
Policy 1.26.3	The City shall stripe selected Major Thoroughfares to allow for a minimum of four (4) foot bicycle lanes and sign selected local roads as bikeways.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.1 Amended March 18, 2002 Effective June 2, 2002 Doc. No. 020318704</i>
Policy 1.26.4	The City shall continue to incorporate bicycle lanes as part of the resurfacing program by narrowing traffic lanes to a minimum of ten (10) feet and striping four (4) foot bicycle lanes, when possible.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.1</i>
Policy 1.26.5	The City shall require a minimum width of ten (10) feet for the construction of dual-use bicycle/pedestrian facilities.	<i>9J-5.019(4)(c)5</i>
Policy 1.26.6	The City shall use the Bicycle Plan recommended improvements for acquisition and reservation of rights-of-way needed to implement bicycle projects.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)14 ECFRPC 63.3.2.c</i>
Policy 1.26.7	The City shall require that new bikeway projects meet or exceed the city's criteria for bicycle facility design in an effort to promote cycling.	<i>9J-5.019(4)(c)5</i>
Policy 1.26.8	The City shall provide bicycle trails, overpasses and underpasses where feasible to create unique transportation opportunities and to address specific access and safety problems.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.b</i>
Policy 1.26.9	The City's bicycle facilities shall include directional signs. Warning and other signs shall be provided as needed.	<i>9J-5.019(4)(c)5</i>
Policy 1.26.10	The City shall incorporate bicycle facilities as part of the Naval Training Center Re-use Plan and Southeast Orlando Sector Plan.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.a Amended March 18, 2002 Effective June 2, 2002 Doc. No. 020318704</i>
Policy 1.26.11	The City shall continue to look for opportunities to complete connections between existing bicycle facilities in all future transportation plans.	<i>Amended September 23, 2002 Effective November 14, 2002 Doc. No. 020923719</i>
Objective 1.27	By 2005, the City shall develop bicycle and pedestrian connection standards for residential and non-residential developments.	<i>9J-5.019(4)(b)1 Amended March 18, 2002 Effective June 2, 2002 Doc. No. 020318704</i>

Policy 1.27.1	The City shall require safe and adequate pedestrian and bicycle facility connections between new residential developments and adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses and developable lands.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.c</i>
Policy 1.27.2	The City shall require new developments be designed to maximize bicycle, pedestrian and transit connections, internally and to adjacent or nearby compatible developments, by allowing movement in any direction to minimize travel distance.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.c</i>
Policy 1.27.3	The City shall encourage and cooperate with neighborhood and homeowner associations to provide bicycle and pedestrian connections to adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.d</i>
Policy 1.27.4	The City shall work with the school board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.b</i>
Policy 1.27.5	The City shall require new public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as well as to include provisions for internal bicycle and pedestrian circulation.	<i>9J-5.019(4)(c)5</i>
Policy 1.27.6	The City shall encourage existing public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as needs are identified.	<i>9J-5.019(4)(c)5 ECFRPC 63.3.2.d</i>
Objective 1.28	The City shall promote bicycling through its transportation planning process to achieve at least a twenty-five (25%) percent increase of its estimated 1994 bicycle ridership by 2010.	<i>9J-5.019(4)(b)1</i>
Policy 1.28.1	The City shall amend its Land Development Code to update parking and locker requirements for bicycles by 2002.	<i>9J-5.019(4)(c)5 Amended March 18, 2002 Effective June 2, 2002 Doc. No. 020318704</i>
Policy 1.28.2	The City shall encourage public transit providers to include secure bicycle parking at super stops, transit centers, park-and-ride lots and to provide bicycle racks on buses.	<i>9J-5.019(4)(c)5, 11</i>
Objective 1.29	The City shall annually collect and analyze accident and injury data within the city and use the findings to enhance the safety of bicyclists.	<i>9J-5.019(4)(b)1</i>
Policy 1.29.1	The City shall ensure that traffic operation measures and traffic control devices support and accommodate bicycle use.	<i>9J-5.019(4)(c)5, 7</i>

- Policy 1.29.2 The City shall adequately service city-maintained facilities to ensure continued safe operation by bicyclists. *9J-5.019(4)(c)5*
- Policy 1.29.3 The City shall support programs which promote the use of helmets by cyclists. *9J-5.019(4)(c)5*
ECFRPC 63.3.3
- Policy 1.29.4 The City shall continue to support the School/Safety Sidewalk Program to accommodate school pedestrian and bicycle trips. *9J-5.019(4)(c)5, 7*
ECFRPC 63.3.3
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552
- Policy 1.29.5 The City shall update its bicycle plan at least every five years to assess existing conditions, evaluate plan progress, and redefine policies, as necessary. *9J-5.019(4)(c)5*

Pedestrian System

- Objective 1.30** The City shall initiate a pedestrian facilities study by 2002 and complete it by 2005. *9J-5.019(4)(b)1*
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704
- Policy 1.30.1 The pedestrian facilities study shall identify gaps in sidewalk continuity along the major thoroughfare network, within metropolitan activity centers, and within the Traditional City. *9J-5.019(4)(c)5*
ECFRPC 64.7.1
- Policy 1.30.2 The pedestrian facilities study shall identify existing crosswalks at signalized intersections and pedestrian designated crossings. The study will also identify recommended locations for additional pedestrian designated crossings and pedestrian areas, including areas accessing facilities such as transit stops, schools, and parks. *9J-5.019(4)(c)5*
ECFRPC 64.7.1
- Policy 1.30.3 The pedestrian facilities study shall prioritize pedestrian improvement projects throughout the city. As priorities are identified, they will be incorporated into the Capital Improvement Program. *ECFRPC 64.7.1*
- Objective 1.31** The City shall ensure completion of the sidewalk and crosswalk system along the major thoroughfare network, within metropolitan activity centers, and within the Traditional City by 2010. *9J-5.019(4)(b)1*
- Policy 1.31.1 The City shall require the construction of sidewalks to meet the standards set forth in the Land Development Code. *9J-5.019(4)(c)5*
ECFRPC 64.7.4
- Policy 1.31.2 The City shall complete the gaps of crosswalks running parallel to the major thoroughfare network at intersections. *9J-5.019(4)(c)5*
ECFRPC 64.7.5
- Policy 1.31.3 The City shall complete the gaps of crosswalks running perpendicular to the major thoroughfare network at signalized intersections and at pedestrian designated crossings. *9J-5.019(4)(C)5*
ECFRPC 64.7.4

TRANSPORTATION CONCURRENCY

GOAL 2

To maintain a concurrency management system which ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development. *9J-5.019(4)(a)*

Objective 2.1 The City shall permit development, consistent with the Trip Allocation Program, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan. *9J-5.019(b)2*

Policy 2.1.1 The City shall permit development outside the Transportation Concurrency Exception Area by allocating average daily trip ends annually by traffic zone, according to the Trip Allocation Program, in order to achieve and maintain Level of Service Standards over the planning periods. *9J-5.019(b)29J-5.019(4)(c)1
Capital Improv. 2.2.10*

Policy 2.1.2 The City shall require developers of projects outside the Transportation Concurrency Exception Area to comply with the concurrency management system to assess trip availability within the traffic zone.

Policy 2.1.3 The City may permit development within the Transportation Concurrency Exception Area if consistent with the land uses and intensities allowed in the Future Land Use Element and with other provisions of the Growth Management Plan. Developments inside the Transportation Concurrency Exception Area are exempted from compliance with the transportation concurrency management system.

Policy 2.1.4 The Transportation Concurrency Exception Area shall have a sunset date of January 31, 2010 unless extended by the City. *Amended April 19, 2004
Effective Date July 5, 2004
Doc. No. 040419907*

Objective 2.2 The City shall validate its transportation model at least every two years, and more often as conditions change, based on traffic count information obtained from the city's Public Works Department, Orange County and the Florida Department of Transportation.

Policy 2.2.1 The City shall monitor level of service conditions for roads outside the Transportation Concurrency Exception Area through semi-annual updates of the city's travel demand model that will add data reflecting development permits issued and trip allocation reservations. Level of service conditions for roads inside the Transportation Concurrency Exception Area shall also be monitored through semi-annual updates of the City's travel demand model. *9J-5.019(4)(c)1
Capital Improv. 2.2.12*

- Policy 2.2.2 The City shall monitor performance of the roadway system inside the Transportation Concurrency Exception Area (TCEA) by conducting an analysis of the major thoroughfares within the TCEA and annually report their performance through a Monitoring Level of Service Report. *9J-5.019(4)(c)1
Capital Improv.2.2.12
Amended January 25, 1999
Adopted Feb. 25, 1999
Doc. No. 31838*
- Policy 2.2.3 The City shall monitor level of service conditions for public transit through semiannual evaluations of weighted average transit corridor headways, based on standards established under Objective 1.13. *9J-5.019(4)(c)1*
- Policy 2.2.4 The City shall keep its transportation model consistent with the Orlando Urban Area Transportation Study modeling process.

FINANCING

GOAL 3

- To develop a financially feasible transportation system which meets the accessibility needs of the city residents. *9J-5.019(4)(a)
State Plan 187.201(20)(b)7*
- Objective 3.1** The City shall annually review and update as needed its Road Impact Fee Program to ensure that it is responsive to transportation needs generated by new growth and development. *9J-5.019(4)(b)1*
- Policy 3.1.1 Impact fee assessments to individual developments shall not exceed that development's share of anticipated roadway improvements within the Transportation Benefit Area. *ECFRPC 64.8.1
Capital Improv. 1.4.28*
- Policy 3.1.2 In addition to paying impact fees, new developments, and redevelopments shall be responsible for the cost of site-related road and traffic operations improvements that are necessary for safe and adequate access to the development site. This requirement shall apply citywide, including within the Transportation Concurrency Exception Area. *ECFRPC 64.8.1
Capital Improv. 1.4.29*
- Policy 3.1.3 The City shall amend the Land Development Code by 2003 to provide a discounted Road Impact Fee to those developments that meet Vehicle Miles of Travel (VMT) standards. *ECFRPC 64.8.1
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704*
- Objective 3.2** The City shall research and coordinate implementation of additional funding sources by 2005 for funding necessary transportation improvements within the city over the next twenty years, consistent with Policy 1.9.1. *9J-5.019(4)(b)1
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No 020318704*
- Policy 3.2.1 The City shall participate in funding a capital improvement program that will add capacity to the transportation system over the planning periods, as shown in Figure TE-3.

Policy 3.2.2	The City shall fund transportation improvements, maintenance and operating costs with Gas Tax and the General Revenue Fund. The City will use road impact fees to build new road capacity. The City shall pursue new sources of transportation funding to fully implement this element. All additional countywide funding sources shall be shared with the city based on a mutually agreeable formula.	<i>State Plan 187.201(20)(b)4</i> <i>ECFRPC 64.8.3</i> <i>Capital Improv.1.4.26</i>
Policy 3.2.3	Improvements to the major thoroughfare network may be funded and built in accordance with this element by developers or other private sector parties pursuant to written agreements with the City.	<i>ECFRPC 64.8.3</i>
Policy 3.2.4	The City shall invest transportation infrastructure dollars to encourage private sector investment in areas identified as appropriate in the Future Land Use Element.	
Policy 3.2.5	The City shall support the construction of transit centers and park-and-ride lot projects related to the area's expressway facilities expansion. These projects will benefit current system users and encourage use of alternative transportation modes.	<i>State Plan 187.201(20)(b)10</i> <i>ECFRPC 63.1.2.c</i>
Policy 3.2.6	The City shall not support the construction of new roadway projects that promote sprawled development.	<i>ECFRPC 64.13</i>
Objective 3.3	The City shall negotiate annually with the Central Florida Regional Transportation Authority (dba Lynx) on service improvement needed to meet Level of Service Standards identified in Objective 1.13.	<i>9J-5.019(4)(b)3</i>
Policy 3.3.1	The City shall fund its local share of the cost of providing regional transit systems and services in a proportion equal to its share of the regional population to the maximum degree feasible and to the extent that such regional costs are not funded through dedicated local tax sources, state, or federal funds.	<i>State Plan 187.201(20)(b)4</i> <i>Capital Improv. 1.4.30</i>
Policy 3.3.2	The City shall appropriate funds on an annual basis sufficient to meet the commitment stated in Policy 3.3.1.	<i>State Plan 187.201(20)(b)4</i>
Policy 3.3.3	The City shall actively support the establishment of dedicated revenue sources for public transit.	<i>State Plan 187.201(20)(b)4, 7</i> <i>Capital Improv. 1.4.31</i>
Policy 3.3.4	The City shall seek commitments from other local governments to fund their local share of the cost of providing regional public transit systems and services.	<i>Capital Improv. 1.4.32</i>
Policy 3.3.5	First priority for funding transit improvements shall be based upon improving headways on existing routes. The City also shall consider funding expanded coverage of the	<i>State Plan 187.201(20)(b)9</i>

transit system within the city limits as well as service enhancements which improve ridership, accessibility and travel time.

Policy 3.3.6 Internal public transit, bikeway and pedestrian systems in metropolitan activity centers shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the metropolitan activity centers. Funding may be considered and recommended by a board of directors comprised of affected members (developers and/or property owners).

Objective 3.4 The City shall commit funds annually through the Capital Improvement Program for the implementation of the Bicycle Plan. *9J-5.019(4)(b)1*

Policy 3.4.1 Funding for the Bicycle Plan shall be allocated based on the implementation phasing.

Policy 3.4.2 The City shall pursue supplemental funding sources including federal and state grants and private contributions to enhance the Bicycle Plan implementation. *State Plan 187.201(20)(b)4*

INTERGOVERNMENTAL COORDINATION

GOAL 4

To promote coordinated transportation planning efforts across Central Florida's jurisdictions and transportation agencies. *9J-5.019(4)(a)*
State Plan 187.201(20)(b)3, 13

Objective 4.1 The City shall support strengthening Metroplan Orlando to serve as the primary funding and coordinating council to integrate the activities of transportation agencies and to support development and implementation of a regional transportation plan through the planning periods. *9J-5.019(4)(b)3*

Policy 4.1.1 The City shall work with Metroplan Orlando to ensure consistency of the Transportation Element with the Orlando Urban Area Transportation Study 2020 Long Range Transportation Plan. *9J-5.019(4)(c)11*
State Plan 187.201(20)(b)3, 13
ECFRPC 64.2.1

Policy 4.1.2 The City shall continue to participate actively at the technical and policy levels of Metroplan Orlando to ensure its role in planning for a balanced and efficient multi-modal transportation system. *9J-5.019(4)(c)11*
State Plan 187.201(20)(b)3, 13

Policy 4.1.3 The City shall actively participate in station area planning, design work, and siting of statewide intercity rail stations and ancillary facilities consistent with future regional consensus plans and the Future Land Use Element. *State Plan 187.201(20)(b)3, 13*
Amended: January 29, 2001
Effective Date: March 1, 2001
Doc. No. 33552

Policy 4.1.4	The City shall promote, through Metroplan Orlando, a regional transportation plan that provides maximum access to downtown and other metropolitan activity centers.	<i>9J-5.019(4)(c)11 State Plan 187.201(20)(b)3, 13</i>
Policy 4.1.5	The City shall work with Metroplan Orlando and adjacent jurisdictions to coordinate regional connection of bicycle, transit, and pedestrian facilities.	<i>9J-5.019(4)(c)11 State Plan 187.201(20)(b)3, 13</i>
Objective 4.2	The City shall annually coordinate with Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to promote Transportation Demand Management programs focusing on the region's major activity centers.	<i>9J-5.019(4)(b)1, 3 Amended March 18, 2002 Effective Date June 2, 2002 Doc. No. 020318704</i>
Policy 4.2.1	The City shall support and will participate in activities of Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to promote Transportation Demand Management programs in the region.	<i>9J-5.019(4)(c)6, 11</i>
Policy 4.2.2	The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to increase regional awareness on the importance of Transportation Demand Management programs in addressing traffic congestion, environmental protection, and energy conservation.	<i>9J-5.019(4)(c)6, 11</i>
Policy 4.2.3	The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop incentives for employers to implement Transportation Demand Management (TDM) programs. The TDM programs may include, but not be limited to, ridesharing, flexible work hours, telecommuting, preferential parking, bicycle parking, and transit subsidies.	<i>9J-5.019(4)(c)6, 11 State Plan 187.201(20)(b)10</i>
Policy 4.2.4	The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop thresholds at which various Transportation Demand Management measures could be required by local governments.	<i>9J-5.019(4)(c)6, 11</i>
Policy 4.2.5	The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to conduct transportation surveys to assess changes in alternative transportation modes use.	<i>9J-5.019(4)(c)6, 11</i>
Policy 4.2.6	All projects that are located outside metropolitan activity centers, and that will include a concentration of more than 500 employees, shall coordinate with Metroplan Orlando and the Central Florida Regional Transportation Authority	<i>9J-5.019(4)(c)6, 11</i>

(dba Lynx) to implement Transportation Demand Management programs.

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|----------------------|--|--|
| Objective 4.3 | The City shall ensure continued coordination of its bicycle-related issues with Metroplan Orlando throughout the planning period. | <i>9J-5.019(4)(b)3</i> |
| Policy 4.3.1 | The City shall coordinate with surrounding jurisdictions to promote unified bicycle laws, enforcement procedures, and consistency with the State's bicycle use rules and regulations. | <i>9J-5.019(4)(c)5</i> |
| Policy 4.3.2 | The City shall coordinate the implementation of its Bicycle Plan with those of Orange County and Metroplan Orlando. | <i>9J-5.019(4)(c)5</i>
<i>ECFRPC 65.5</i> |
| Policy 4.3.3 | The City shall encourage Metroplan Orlando to continue sponsoring bicycle education and awareness activities. | <i>9J-5.019(4)(c)5</i> |
| Policy 4.3.4 | The City shall work with Metroplan Orlando in its efforts to seek bicycle sensitive revisions to the Florida's drivers licensing and drivers education programs. | <i>9J-5.019(4)(c)5</i> |
| Objective 4.4 | The City shall coordinate as needed with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), and the East Central Florida Regional Planning Council on key land development and transportation decisions affecting the transportation Level of Service Standards and Monitoring Level of Service for major thoroughfares set within the city's jurisdiction. | <i>9J-5.019(4)(b)3</i>
<i>State Plan 187.201(20)(b)3, 13</i> |
| Policy 4.4.1 | The City shall coordinate transportation improvements with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), the East Central Florida Regional Planning Council, and with approved long range plans or programs adopted by other municipalities and agencies. Coordination shall be accomplished through active participation in Metroplan Orlando's Transportation Improvements Program annual update process, and the East Central Florida Regional Planning Council's strategic planning process. | <i>9J-5.019(4)(c)11</i>
<i>State Plan 187.201(20)(b)3, 13</i>
<i>ECFRPC 65.5</i> |
| Policy 4.4.2 | The City shall participate in cooperative planning efforts with Metroplan Orlando, the East Central Florida Regional Planning Council, and other planning agencies to address key land development and transportation decisions affecting roadway levels of service within the city. | <i>9J-5.019(4)(c)1</i>
<i>State Plan 187.201(20)(b)3, 13</i>
<i>ECFRPC 65.4</i>
<i>Intergov. Coordination 1.1.1</i> |

- Policy 4.4.3 The City shall work in coordination with the Florida Department of Transportation to implement access standards for roads on the state system which will be consistent with Florida Administrative Code Chapters 14-96 and 14-97. *9J-5.019(4)(c)2
State Plan 187.201(20)(b)3, 13*
- Policy 4.4.4 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council and the Florida Department of Transportation to promote consistency of land development code requirements. Discussions shall address the establishment of development criteria, including maximum intensities, transit service, and parking caps, for the region’s major activity centers. *9J-5.019(4)(c)11
State Plan 187.201(20)(b)3, 13
ECFRPC 65.4*
- Policy 4.4.5 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council and the Florida Department of Transportation to develop procedures to assess and mitigate transportation related development impacts across jurisdictional boundaries. *9J-5.019(4)(c)11
State Plan 187.201(20)(b)3, 13*
- Policy 4.4.6 The City shall seek to coordinate all transit proposals in metropolitan activity centers with the Central Florida Regional Transportation Authority (dba Lynx). *9J-5.019(4)(c)11*
- Policy 4.4.7 The City shall work with Metroplan Orlando, adjacent jurisdictions and the freight community in any effort to accommodate truck access needs for the region. *9J-5.019(4)(c)11
State Plan 187.201(20)(b)3, 13*
- Policy 4.4.8 The City shall coordinate with the Greater Orlando Aviation Authority, the East Central Florida Regional Planning Council, the Orlando-Orange County Expressway Authority, Orange, Seminole, and Osceola Counties to minimize costs associated with airport growth and operations. *9J-5.019(4)(c)8*
- Policy 4.4.9 The City shall continue to actively participate and coordinate with the Central Florida Regional Transportation Authority (dba Lynx) and the Florida Department of Transportation in planning and developing the regional fixed guideway corridor identified in the regional long-range transportation plan. *9J-5.019(4)(c)11
State Plan 187.201(20)(b)3, 13*
- Policy 4.4.10 The City shall adopt by reference Figures TE-26, TE-28, TE-41, TE-44, TE-46, TE-47, TE-48, TE-49, TE-50, TE-51, and TE-52 (located in the Support Document) and hereby known as the Transportation Map Series.

TO: Project Team and to File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Multimodal Systems–Three Cities
CC: Project Team

Miami- Dade County, FL

Contacts:

Metropolitan Planning Division
Main #: 305-375-2800

Primary: Helen Brown hab@miamidade.gov
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Date of Survey: 06/05/2007
Format of Survey: received via email

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**

(2) If so, please describe the mechanisms in place and are there documents or other information sources that could be provided for our review?

Response: (1) Yes

(2) Traffic Circulation Supplement Policy TC-1B in Miami-Dade County's Comprehensive Development Master Plan (CDMP), provided in **Attachment A**. In summary, Traffic Circulation Supplement Policy TC-1B provides level of service (LOS) standards which should be met within either the Urban Infill Area (UIA), between the UIA and the Urban Development Boundary (UDB), or outside of the UDB. These standards for roadway LOS are less restrictive for areas where there is a presence of mass transit. Florida Intrastate Highway System (FIHS) LOS standards are maintained for regional Florida Department of Transportation (FDOT) facilities.

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the FDOT reviewed and/or accepted this methodology?

Response: (1) Currently Miami-Dade County reduces the LOS standard that needs to be met on roadways where mass transit is located within ½ mile.

(2) Traffic Circulation Supplement Policy TC-1B

(3) Both the DCA and the FDOT have reviewed the CDMP which was amended to incorporate concurrency level of standards for roadways and mass transit (approximately 1990).

Survey Question C

Question: How are needed multi-modal improvements determined and what methods are used to prioritize projects?

Response: Priorities of projects are defined in the LRTP and TIP process which are identified in the TIP selection criteria.

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: The Capital Improvements Elements, Concurrency Management Program (page IX-17) and the Miami-Dade County Code 33G identify these developer contribution calculations. In summary these policies indicate that new developments will not be denied a building permit as long as the proposed development qualifies under the five (Concurrency Management Program 3, a thru e) Concurrency Management exception standards. All developers must mitigate any direct impacts of the proposed development on the transit system which would result in a LOS degradation beyond those established in Concurrency Management Program 3, a thru e and County Code 33G. Developments of Regional Impact (DRIs) are handled on case-by-case basis.

For Small Scale Application (10 acres or less) the impact is determined on the adjacent roadways or the closest roadway where the County has monitoring traffic counts. For Standard Applications (>10 acres in size) the impact study area is determined by the Minor Statistical Area (MSA) where the application is located. For DRIs the impact study area is figured by the determination of significant impact based on the 5% Rule (Rule 2J-9, F.A.C.).

For the Cost calculation, Miami-Dade uses the provision proposed in the Proportionate Fair Share. The impact for multiple projects within the same study area is independently assessed. No pedestrian or bicycle LOS standards have been adopted.

Survey Question E

Question: (1) How successful has your jurisdiction been in implementing multi-modal improvements?

(2) Are these implemented improvements stimulating redevelopment or infill within the area?

Response: (1) The survey participant indicated that the implementation transit concurrency exceptions have been difficult to implement because it is outside of the standard concurrency regulations.

(2) No, Miami-Dade County has designated its urban infill area as a transportation exception area.

Survey Question F

Question: If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?

Response: This is not known. The survey participant does not believe Miami-Dade would collect fees for other agencies outside of the county. Miami-Dade would instead request they submit directly to other governmental agency.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: If implemented, the survey participant would anticipate more time being spent working on multi-modal concurrency.

Miscellaneous

Question: (1) What are the obstacles you faced?

Response: (1) Working with developers wishing to construct projects outside of the UDB the CDMP. These areas prohibit improvements unless the project is necessary to protect public health and safety.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	Miami-Dade County	Polk TPO
Ease of Implementation				6	
Clear Guidance to Developers				7	
Concise Multi-modal Standards				6	
Effectiveness of Implementing Pedestrian Improvements				5	
Effectiveness of Implementing Bicycle Improvements				5	
Effectiveness of Implementing Transit Improvements				8	
Ability to Stimulate Redevelopment and Infill				8	
Coordination Between Agencies				3	
FDOT and DCA Acceptance				5	
Clear Mechanisms for Collecting and Distributing Contributions				4	

TO: Project Team and File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Multimodal Systems–Three Cities
CC: Project Team

Broward County, FL

Contacts:

Planning Services Division
Main #: 954-357-6612

Primary: Marty Berger maberger@broward.org

Secondary: Elliot Auerhahn: eaerhahn@broward.org
Permit Center Director
Broward County Urban Planning and Redevelopment Department

Date of Survey: 3:30 - 4:15 PM, 06/04/2007
Format of Survey: Via phone
Elliot's comments received via email (**blue/bold font**), 06/05/07

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**
(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes
(2) The Transit Oriented Concurrency (TOC) System, the TOC regulations of the Land Development Code, and the Transportation Element of the Comprehensive Plan.

The TOC Management System divides the County into 10 Concurrency Districts. Two of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system. The remaining eight districts are TOC Districts. The District boundaries, as well as the transit improvements needed within the districts, were decided as a result of extensive consultations with the municipalities. Transit Oriented Concurrency assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The Transit Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, representing the cost per trip of all the TDP enhancements in that District. The revenues from Transit Concurrency Assessments must be used to fund transit enhancements in the District.

For most of Broward County, the transportation concurrency system is a proportionate-share contribution system, within transit level of service (LOS) standards, a five-year adopted financially feasible transit program, and concurrency assessments that help to implement that program.

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1) There are currently no specific translation factors that directly identify the benefit of the TOC districts on roadway LOS.

The benefit is calculated in terms of transit ridership, not roadway capacity.

(2) The County measures LOS standards within the TOC Districts that measures current transit LOS as compared to the LOS needed to be achieved within that TOC District. The number of new fixed routes and commuter routes (demand response paratransit service) added is also a measure of success.

This concurrency program was approved as an amendment to the County's Comprehensive Plan in 2005.

(3) Both the DCA and the FDOT has reviewed the TOC System and provided input and approval of the TOC District LOS standards and signed-off on using the Transportation Concurrency Satisfaction Certificate from Broward County to approve or deny building permit applications. No municipal government can accept a building permit application, or issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate is presented. Enforcement of the proposed concurrency system is connected to the County's environmental review approval of construction plans.

Both agencies, DCA and FDOT, also coordinated in expanding the TOC Districts to cover a larger portion County.

Survey Question C

Question: How are needed multi-modal improvements determined, and what methods are used to prioritize projects?

Response: The LOS standards are used to determine and prioritize projects within each TOC District. The impact of each development on the transit network is determined and incorporated into the five-year TDP.

The County Commission annually adopts a five-year County Transit Program, which is consistent with the TDP adopted by the Metropolitan Planning Organization (MPO).

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: Table 1 shows examples of transit concurrency assessments for various land uses in the eight Transit Concurrency Districts. In order to calculate a transit concurrency fee, a proposed use must be multiplied by the peak hour trips generation rate (TRIP Rates by Land Use). Once the number of trips has been calculated, the number (rounded to the nearest hundredth) is multiplied by the appropriate Trip Length Factor by Land Use and multiplied by the appropriate Cost per Trip by District. (Trip Length Factors and Cost per Trip by District Table and 10% Credit Criteria).

There are opportunities for substantial credit toward these fees for projects designed to encourage transit usage. The criteria that must be met to receive a credit are described in **Attachment A**. The various levels of credit criteria (Transit Concurrency Credits) can translate into 10 to 50 percent discounts from concurrency assessments depending upon specific site characteristics. In addition, the program provides waivers for “low” and “very low” affordable housing, and for governmental uses that promote the health and safety needs of the general public. The TOC Districts impact fees cover approximately 1/3 of the total cost for transit service. Another 1/3 is anticipated to be recovered by fair-box recovery, and the remaining is subsidized by the County.

Within the TOC Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County’s concurrency program to cover all new development and redevelopment, not just development subject to platting. This ensures all development is included in the program. Because the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transit concurrency fees.

A proportionate share assessment is based on the trip generation of the proposed development, multiplied by a per-trip fee for the District in which the property is located. The per trip fee is as following: the sum of all project costs for that District, divided by the sum of the projected transit ridership increases for the projects in the District. The fee calculation also includes a trip-length adjustment, based on the category of proposed use.

TABLE 1**EXAMPLES OF CONCURRENCY FEES BY LAND USE AND DISTRICT**

Column #	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
Land Use	# of Trips	Trip Length Factor	NORTH EAST DISTRICT	NORTH CENTRAL DISTRICT	SOUTH CENTRAL DISTRICT	CENTRAL DISTRICT	EASTERN CORE DISTRICT	SOUTH EAST DISTRICT	SAW GRASS DISTRICT	PORT AIRPORT DISTRICT
Cost per trip --->			\$975	\$986	\$1,334	\$1,430	\$1,641	\$1,535	\$1,579	\$1,219
50 Single Family Units	50.5	0.88	\$43,329 (See example below)	\$43,818	\$59,283	\$63,549	\$72,926	\$68,215	\$70,171	\$54,172
50 Garden Apts.	30.5	0.88	\$26,169	\$26,464	\$35,805	\$38,381	\$44,044	\$41,199	\$42,380	\$32,718
50,000 sq ft industrial	38.5	1.00	\$37,538	\$37,961	\$51,359	\$55,055	\$63,179	\$59,098	\$60,792	\$46,932
50,000 sq ft Office	111.52	0.77	\$83,723	\$84,668	\$114,551	\$122,794	\$140,913	\$131,810	\$135,589	\$104,676
50,000 sq ft Retail	397.4	0.65	\$251,852	\$254,694	\$344,586	\$369,383	\$423,887	\$396,506	\$407,871	\$314,880

Please note: Staff will be recommending substantial credits be made available for projects designed to encourage transit usage.

Notes: (1) All trips are p.m. peak hour trips.

(2) Trip generation rates used are those adopted by Broward County Commission for TRIPS model ([see web link](#)).

Example: Calculate the transit concurrency fee for a 50 Single Family unit project located in the North East District.

50 Single Family units multiplied by trip generation rate for single family (1.01 T/PH) = 50.5 Trips/Peak Hour (column #1)

50.5 Trips/Peak Hour multiplied by .88 (trip length factor - column #2) = 44.44 Trips/Peak Hour

44.44 Trips/Peak Hour multiplied by the cost per trip per District (North East District - column #3) \$975 = \$43,329

The examples identified in **Table 1** are based on the cost per transit trip generated from new development as compared to the total hours of service provided within the TOC District. The average hourly cost for service is approximately \$85 per hour. The transit trips generated by each proposed development are then converted from a passenger number to a vehicle demand number.

Survey Question E

Question: (1) How successful has your jurisdiction been in implementing multi-modal improvements?

(2) Are these implemented improvements stimulating redevelopment or infill within the area?

Response: (1) The survey participant indicated that the implementation of the TOC Districts has been successful in collecting developer contributions specifically used towards the implementation of transit improvements within each district. Generally, developers are pleased with the system, specifically awareness up-front of what is expected of them.

This system is in its third year, leaving the question of success as of yet unanswered. Because the proportionate-share contributions are supplemented by County general funds; to implement the projects, the issue of property tax reform may have a significant impact on this program.

(2) The TOC Districts have allowed development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations.

Survey Question F

Question: If your agency collects developer contributions on behalf of other agencies, how are these funds transferred, and how does the other agency document its commitment toward implementing the improvements?

Response: Developer contributions are collected through the use of Transportation Concurrency Satisfaction Certificates (developer agreements) and deposited into one trust fund for each TOC District. These funds are then allocated to proposed improvements for implementation directly from the TOC District's trust fund. When improvements cross TOC Districts boundaries, the funding for implementation is pooled from the affected TOC Districts.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: There has been a significant increase in staff hours or staff required in Broward County, resulting in a significant increase in the interaction with transit agency staff.

The previous system took much more staff time in terms of reviewing studies submitted by developers' traffic consultants, for concurrency mitigation. The new system is pay-and-go, therefore implementation is simple. The burden of effort now falls more on those developing and implementing the program of transit improvements.

Miscellaneous

Question: What are the obstacles you faced?

Response: The County only collects TOC District impact fees for new development for three years, however, the County must continue to provide funding for the same system after the impact fees are paid. This has resulted in an ever-increasing disparity between the need for collecting greater farebox recovery (increasing fares) and increased County subsidies over time.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	City of Miami	Polk TPO
Ease of Implementation		5			
Clear Guidance to Developers		8			
Concise Multi-modal Standards		7			
Effectiveness of Implementing Pedestrian Improvements		4			
Effectiveness of Implementing Bicycle Improvements		4			
Effectiveness of Implementing Transit Improvements		10			
Ability to Stimulate Redevelopment and Infill		8			
Coordination Between Agencies		8			
FDOT and DCA Acceptance		6			
Clear Mechanisms for Collecting and Distributing Contributions		7			

Attachment A

Transit Concurrency Credits

LEVEL ONE

CRITERIA

A	Auto-oriented uses excluded ¹
B	Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station ²

LEVEL TWO

A	Auto-oriented uses excluded ¹
B	Resid. density > 7 units/acre Non-res. FAR > 0.25 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	No more parking spaces than minimum required by local regulations. ⁴
E	Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. ⁵
F	Record document against property as notice of obligations.

LEVEL THREE

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Resid. density > 10 units/acre Non-res. FAR > 0.5 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	No more parking spaces than minimum required by local regulations. ⁴
F	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 ⁵
G	All surface parking lots are in rear or on side of building ⁷
H	Buildings are oriented to street if collector or arterial. ⁸
I	Pedestrian path to reach transit meets minimum criteria ⁹
J	Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service ¹⁰
K	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

LEVEL FOUR

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Mixed-use development with overall FAR > 1.0. ¹¹
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit ¹²
F	No more parking spaces than minimum required by local regulations. ⁴
G	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered ⁵
H	All surface parking lots are in rear or on side of building ⁷
I	Buildings are oriented to street if collector or arterial. ⁸
J	Pedestrian path to reach transit meets advanced criteria ¹³
K	Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. ¹³
L	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

¹Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

²Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

³Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

⁴If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

⁵Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

⁶Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

⁷No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

⁸If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may choose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may choose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

⁹Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

¹⁰Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

¹¹The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.

¹²An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

¹³Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

Section 4.

DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION

For development located:	WITHIN DESIGNATED LAND USE PLAN CATEGORIES*	WITHIN ALL OTHER LAND USE PLAN CATEGORIES
Meeting all criteria for:		
Level 1	10%	10%
Level 2	25%	20%
Level 3	40%	30%
Level 4	50%	40%

*Designated categories are:

- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.

TO: Project Team and File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Multimodal Systems–Three Cities
CC: Project Team

City of Lakeland, FL

Contacts:

Community Development Department
Phone #: 863-834-6028

Primary Respondent: Charles Barmby Charles.Barmby@lakelandgov.net

Date of Survey: 1:30 - 2:30 PM, 06/13/2007

Format of Survey: Via phone

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**

(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes

(2) The City of Lakeland's Comprehensive Plan Objective 4 identifies three Multimodal districts (not FDOT MMTD) which includes various LOS standards, minimum transit headways, and bicycle and pedestrian standards. The interview participant specifically identified the M# district in which intersection level of service (LOS) is not to exceed 25% of capacity, or developer contributions would be required.

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multimodal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1/2) The current multimodal system or multimodal concurrency policies have been in place for less than two years. Therefore no specific translation factors have been designed to directly identify the benefit of the multimodal districts on roadway LOS.

(3) The DCA has reviewed and is in the process of approving the City's comprehensive plan and the FDOT is also reviewing concurrency standards for consistency with both State and District 1 requirements. However, the City of Lakeland is not currently seeking multimodal designation. The participant did however mention the City may pursue a multimodal designation in the future.

Survey Question C

Question: How are needed multimodal improvements determined and what methods are used to prioritize projects?

Response: The City coordinated with the Public Works Department and the transit agency, as well as the County, to develop the Comprehensive Plan objectives and polices and standards. During this coordination effort, priority was given to improvements identified for each of the three districts, which were then written into the Plan's standards. Following the development of Plan standards, the Capital Improvement Element (CIE) was updated using the Plan's language. Each development was reviewed based on an individual site specific analysis.

Survey Question D

Question: How are developer contributions to multimodal projects calculated?

Response: Policies 4a thru 4g identify several standards that must be met by prospective developers. The number of standards required is determined by the location of the proposed project, or in which district the proposed development is located. District M1 is the least restrictive; M2 is intermediate, and M3 which is the most restrictive. The monetary contribution is negotiated with the prospective developer, but the participant identified that the developer is generally expected to contribute 100 percent of the needed multimodal improvements. Developers are first required to meet their Land Development Code (LDC), traffic safety, and/or traffic operation improvements. These improvements are not credited towards meeting the multimodal standards.

Survey Question E

Question: (1) How successful has your jurisdiction been in implementing multimodal improvements?

(2) Are these implemented improvements stimulating redevelopment or infill within the area?

Response: (1) The implementation of multimodal regulations within the City is still too recent to make a determination of success. An example of a current project using multimodal concurrency policies is the expansion of the Watson Clinic.

(2) The TCEA has allowed development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. The participant identified that the most important aspect of the multimodal concurrency policies is that existing employers interested in expanding current operations were able to stay within more urbanized areas by providing contributions toward multimodal improvements. Without this option, employers would be forced to relocate outside of the downtown urban areas as a result of roadway concurrency constraints. This relocation would work to decentralize Downtown Lakeland.

Survey Question F

Question: If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?

Response: Developer contributions are collected by the City of Lakeland or by Community Redevelopment Areas within the City (developer agreement) if the proposed improvement is not constructed directly by the developer. These funds are allocated to a general revenue account which is transferred to the Public Works Department. To implement the given improvement, the item is identified and prioritized within the Capital Improvements Element updates.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multimodal concurrency mechanisms?

Response: The City of Lakeland is currently spending the same amount of staff time as was previously required for roadway concurrency agreements and negotiations.

Miscellaneous

Question: (1) What are the obstacles you faced?

(2) What would you do over if you had the chance to begin from scratch?

Response: (1) The participant identified that the major challenge they faced was interagency coordination with agencies like FDOT.

(2) Focus on providing clear and concise multimodal concurrency standards and develop a clear and concise methodology for implementing multimodal improvements.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	City of Miami	City of Lakeland
Ease of Implementation					8
Clear Guidance to Developers					6
Concise Multi-modal Standards					5
Effectiveness of Implementing Pedestrian Improvements					6
Effectiveness of Implementing Bicycle Improvements					6
Effectiveness of Implementing Transit Improvements					7
Ability to Stimulate Redevelopment and Infill					8
Coordination Between Agencies					3
FDOT and DCA Acceptance					5
Clear Mechanisms for Collecting and Distributing Contributions					6

Attachment A

TRANSPORTATION ELEMENT

GOAL, OBJECTIVES AND POLICIES

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision making process as it relates to the transportation system. It should be noted that the word "transportation" refers to motorized and non-motorized modes of getting from one location to another.

For purposes of definition, goals are generalized statements of a desired end state toward which objectives and policies are directed. Objectives provide the attainable and measurable ends toward which specific efforts are directed. Policy statements are the specific recommended actions that the City of Lakeland will follow in order to achieve the stated goal.

The goal, objective and policy statements in the Transportation Element of the Lakeland Comprehensive Plan are consistent with the requirements of Chapter 163, Florida Statutes and the other elements of this plan.

GOAL: To provide a safe, efficient, financially feasible, multi-modal transportation system which is responsive to community needs, is consistent with future land use policies, is environmentally sound, and fosters economic vitality.

Objective 1: By 2010, maintain the current total number of crashes thereby reducing the number of crashes per vehicle miles traveled.

Policy 1A: The City of Lakeland will monitor all crash records on a yearly basis to determine accident patterns and high accident locations.

Policy 1B: The City of Lakeland will continue to incorporate optimum traffic safety standards in revised land development regulations.

Policy 1C: The City of Lakeland will continue to implement a pavement maintenance system which allows all City collector roads to be maintained at the minimum pavement rating.

Policy 1D: The City of Lakeland will continue to participate in the Polk County Community Traffic Safety Team.

Objective 2: By 2005, establish access management standards and pursue other activities to measurably increase the operating efficiency of the roadway system within the City of Lakeland.

Policy 2A: The City of Lakeland will continue to evaluate timing sequences on all major arterials and work with the Florida Department of Transportation to implement optimum phasing at all signals on these arterials.

Policy 2B: The City of Lakeland will coordinate efforts with the Florida Department of Transportation to ensure that all railroad crossings are constructed to allow maximum speeds at crossings.

Policy 2C: By 2006, the City of Lakeland will develop citywide access management and site circulation standards, applicable to all public arterial and collector roadways in the City, in coordination with the Florida Department of Transportation and the Polk Transportation Planning Organization.

Policy 2D: The City of Lakeland will continue coordination with the Florida Department of Transportation and Polk County to ensure maximum efficiency measures are used on all new traffic control and laneage improvements in the City.

Policy 2E: The City of Lakeland will, through coordination with the Transportation Planning Organization, Polk County, and the Florida Department of Transportation, establish future typical road sections by type as part of the long- and short-range transportation planning and project production processes.

Policy 2F: By December 31, 2005, in conjunction with the City of Lakeland's designation of Bartow Road/US 98 from East Main Street to its southern corporate limits as a "Transportation Corridor", pursuant to Section 337.273 F.S., and Resolution 4345 endorsing the Corridor Access Management Plan for US Hwy 98 as adopted by FDOT District One in July 2004, the City will adopt relevant access management strategies identified through the US 98 CAMP for incorporation into its Land Development Regulations. New and redevelopment proposals for properties located within the City's portion of the U.S. Highway 98 Corridor Access Management Plan, CAMP, shall be reviewed for conformity with the CAMP, including opportunities to close substandard driveways and opportunities to promote shared or joint access.

Policy 2G: The City of Lakeland will coordinate efforts with the Florida Department of Transportation and Transportation Planning Organization to integrate consistent/complimentary Intelligent Transportation System measures into both the Lakeland Computerized System/Traffic Signal Update and any system that is developed for that portion of Interstate 4 which is within the City.

Policy 2H: The City of Lakeland will work with the Florida Department of Transportation's Turnpike District to develop access management policies/strategies appropriate to interchange areas located within the City, including for SR 570/Polk Parkway. At minimum the City will consider the use of the "Interchange Activity Center" designation for areas adjacent to existing and new interchange areas.

Objective 3: Upon plan adoption, any project requiring a development approval will comply with the Transportation Element and adopted levels of service within this plan.

Policy 3A: The City of Lakeland will continue to collect and expend transportation impact fees to ensure new development provides funding to maintain acceptable levels of service. Approximately every three years, the City will commence a study of its transportation impact fees to determine if any adjustments are necessary.

Policy 3B: The City of Lakeland will review development proposals including Development of Regional Impact applications, rezoning and variance requests, subdivision plats, and any project requiring site plan review for conformance with the Transportation Element.

Policy 3C: The City of Lakeland will review development proposals to ensure safe and convenient on-site motorized and non-motorized traffic flow/access and the availability of adequate parking and other facilities for motorized and non-motorized vehicles.

Policy 3D: In conjunction with access management and site circulation standards developed for City Land Development Regulations, the City will require safe and efficient accommodation of bicyclists, pedestrians and transit patrons, within applicable commercial, office, and multi-family developments.

Objective 4: By 2010, provide an acceptable level of service based on the proposed roadway network in Phase I of the adopted 2025 Polk County Long Range Transportation Plan and depicted in Illustration III-9 of this element.

Policy 4A.1: All new roadways constructed within the City will be designed to accommodate a minimum of Level of Service D and once constructed will not be allowed to fall below Level of Service D. Upon plan adoption, the City of Lakeland will use the following level of service standards in reviewing the impacts of new development and redevelopment upon facilities:

Base Highway Level-of-Service (LOS) Standard:

Area	Minimum Standard (Peak Hour/Dir)
Urban Transit Service Area	LOS "D"

Multi-Modal Transportation Districts:

The Multi-Modal Transportation Districts, located within the Urban Transit Service Area, coincide with the service area of the identified fixed-route transit service.

As part of its next major update to the Transportation Element, the City will, in coordination with the Polk TPO, refine its multi-modal LOS standards as shown below to better define when and what to require in regard to various modal improvements. At that time the City and TPO will also explore how best to protect the integrity of key intersections within M3 District corridors.

FIHS road segments shall be maintained at a minimum level of service of “C”, or as established by FDOT rules (refer to Appendix III-Three in the Technical Support Document for FIHS standards). Facility improvements funded by the Transportation Regional Incentive Program are also restricted to State LOS standards.

Approaches for intersections are normally expected to function at the same minimum LOS standard for the road link of that approach. Details of intersection standards will be outlined in the City’s LDRs but shall generally include mast arm traffic control apparatus as well as pedestrian crossing controls as approved by the City.

MULTI-MODAL LEVEL OF SERVICE STANDARDS

Multi-Modal District	Minimum Highway Standard	Transit	Pedestrian (<i>must be ADA compliant</i>)	Bicycle
M1	LOS “D” for average of two highest peak hours, peak direction	60 minute headway (Category II)	Sidewalk access to transit route	Bike racks on buses
M2	LOS “E” for average of two highest peak hours, peak direction	30 minute headway (Category I) with transit signage, shelters or benches	Sidewalk access generally within ¼ mile of transit routes or stops	Bike racks on buses Bicycle facilities on roadways, preferably within ½ mile of project*
M3**	Volume/Capacity ratio is ≤ 1.25 in peak hour, peak direction***	30 minute headway (Category I) with transit signage, shelters or benches	Extensive sidewalk network within ¼ mile of and direct sidewalk connection to transit stop.	Bike racks on buses Bicycle facilities on roadways preferably within ½ mile of project Bike rack at transit stop and/or project

* Bicycle facilities may mean paved shoulders on roadways and/or designated bike routes such as and including the City’s Lake-to-Lake Greenway Connector, and/or multi-use pathways for pedestrian and bicycle use.

**Application of M3 Standard is conditioned upon several additional factors discussed below.

*** Volume/Capacity ratio shall be based on service volumes and adopted highway LOS standard as given in the Polk TPO’s Roadway Network Database.

Application of the M3 standard is further conditioned upon the following:

- a) Project traffic shall not further degrade the operation of an existing signalized intersection. Single, non-residential re-development uses within the corridor may be allowed an exception to this criteria where other criteria are met including significantly limited passer-by traffic (i.e., limit drive-through bays) and the provision of cross or joint access as well as enhanced multi-modal access.
- b) On and/or off site multi-modal improvements shall maintain or improve mobility and/or safety within the multi-modal district. Transit related improvements must be approved by the applicable transit authority or transit director.
- c) All site plans and internal site circulation shall comply with the City's access management standards as found in Article 26 of the Lakeland Land Development Regulations.

Policy 4A.2: Concurrency related facility improvement costs shall be the responsibility of the developer but could include contribution of funding toward improvements actually made by transit authorities, local governments, FDOT or other official entities. Eligible transit or non-motorized mitigation strategies may include but are not limited to one or more of the following, on and/or off-site improvements:

- a) Funding of bus shelters and/or bike racks, including all installation costs;
- b) Set aside of land and dedicated easement, as needed, for future bus shelter and/or bike rack facilities;
- c) Off-site sidewalk improvements within the M2 or M3 Districts, or fee in lieu of as per the City's sidewalk ordinance;
- d) Funding for enhanced transit services within and/or to the M2 or M3 District;
- e) Depending on the level of congestion, additional strategies may be considered to alleviate project impacts including use of staggered work hours for employees to promote off-peak travel, establishment of employee car or van pools and/or incentive programs for employees to use transit.

Policy 4B: Development orders, including permits, will not be issued on projects where there is less than the minimum level of service, based on the generalized level of service assessment (Phase 1) for specific roadway links as provided in the City's Roadway Network Database and projected in Appendix III-One (found in the Technical Support Document); projects proposed on links which are determined to fall below the adopted level of service have the option of providing a more detailed level of service analysis based on a Speed and Delay study following the procedures outlined by the Florida Department of Transportation, Traffic Engineering Office in its Manual for Uniform Traffic Studies, and a Highway Capacity Analysis as outlined in the most current edition of the Highway Capacity Manual, Special Report 209 (1985) (Phase 2). If the more detailed analyses, after verification by Community Development Department staff, indicate an acceptable level of service, development

orders may be issued. If the results of the analyses for level of service are below the adopted level of service in this Transportation Element, appropriate programming in the first three years of the City's Capital Improvements Program, and/or a CRA Trust Fund as also reflected in a local CIP of the City or County, and/or the Florida Department of Transportation Five Year Work Program must occur prior to development order approval. If two or more public access approaches are failing when subjected to Highway Capacity Analysis, the intersection will be deemed not to meet the adopted level of service.

Policy 4C: The City of Lakeland will reduce deficiencies by adding lanes, constructing new roadways, providing transit or other alternative transportation management procedures.

Policy 4D: By the end of 2005, the City of Lakeland will adopt access management standards applicable to all new developments or redeveloped parcels in order to maintain operating speed on arterials and collectors by minimizing driveway and median cuts.

Policy 4E: The City of Lakeland will coordinate efforts with the Florida Department of Transportation and with the Transportation Planning Organization to establish consistency in policies.

Policy 4F: The City of Lakeland will, as part of its Concurrency Management System, monitor the level of service on arterial and collector roadways within the City. The City of Lakeland will coordinate with Polk County TPO to conduct annual traffic counts on all roads on the concurrency network.

Policy 4G: The City of Lakeland will allow private developments to prepare Phase 2 level of service analyses as outlined in *Policy 4B* as an alternative to denial of development orders.

Objective 5: By 2010, increase by 1% from 2000 baseline data, the linear feet of routes for non-motorized travel.

Policy 5A: The City of Lakeland will install new sidewalks, where physically and environmentally feasible, on at least one side of arterial and collector roads in accordance with the prioritization criteria outlined in Policy 6C.

Policy 5B: The City of Lakeland will continue to maintain existing sidewalks in a safe condition and make sidewalk maintenance an extension of the pavement maintenance system.

Policy 5C: The City of Lakeland will continue to incorporate consideration of bicycle and pedestrian facilities in all roadway improvements. The City will work with the Transportation Planning Organization, Florida Department of Transportation and Polk County in the identification of locations where sidewalks and bicycle lanes should

be included on State and County highway improvements within the City. The City will also work with the TPO, FDOT and Polk County to incorporate bicycle and pedestrian features into intersection projects (e.g., pedestrian signals, raised concrete pedestrian refuges (“pork chops”)) and in resurfacing projects (e.g., addition of four-foot paved shoulders on open-drainage typical sections).

Policy 5D: The City of Lakeland will coordinate efforts with the Transportation Planning Organization and with the Florida Department of Transportation in providing continuous routes for bicycling. The City will work with the TPO in its development of the *Polk County Trails Master Plan* in order to identify multi-use trail opportunities within the City that link with the County and Regional trail network.

Policy 5E: The City of Lakeland will, by the end of 2006, consider incorporating standards in the City Land Development Regulations which require private sector construction of sidewalks within subdivisions. These standards shall also address bicycle/pedestrian access and circulation in non-residential and multi-family residential developments.

Policy 5F: The City of Lakeland will continue to develop the Greenway system discussed in the Recreation and Open Space Element in order to increase the number of bicycle and pedestrian trips.

Policy 5G: The City of Lakeland will continue to utilize and when needed to update its Engineering Standards Manual to include standard typical sections for all public and privately funded collector and arterial roadways to be constructed within the City. At a minimum, these typical sections shall include five-foot sidewalks on one or both sides of the street and include standard-width bicycle lanes, where appropriate. These typical sections shall also apply to privately funded streets that will serve as a component of a frontage, backage or other access road system for new multiple developments.

Objective 6: By 2010, increase ridership of the transit system by 30% from year 2000 levels.

Policy 6A: As part of any given neighborhood plan, the City of Lakeland will analyze the existing sidewalk network and identify key gaps in pedestrian routes, including near schools and transit stops.

Policy 6B: Funding priorities for future sidewalk improvements shall support transit use and the City’s multi-modal transportation level of service standards. The following funding prioritization shall apply within City limits and any of the following may include network improvements for the disabled (e.g., curb cuts for ramps):

- (a) a critical public safety concern or emergency;

- (b) improvements to the existing network along LAMTD routes providing 30 minute headways, and secondarily, improvements to the network within ¼ mile of these routes;
- (c) specific pedestrian needs identified by elementary schools;
- (d) pedestrian needs identified in City neighborhood improvement plans, including improved access to City parks;
- (e) improvements to enhance multi-modal corridors (including along designated greenways or trails such as the Lake-to-Lake Connector)
- (f) non-elementary school-related pedestrian needs;
- (g) other identified system needs.

Policy 6C: Identified sidewalk gaps and deficiencies along and within ¼ mile of the LAMTD 30 minute routes, including general cost estimates for addressing needed improvements, shall generally be given high priority in capital improvements budgeting for sidewalk construction or reconstruction, as consistent with Policy 6B.

Policy 6D: The City of Lakeland will encourage private sector support of transit services through development incentives. Use of transit friendly site or subdivision plan designs shall be encouraged throughout the Central City area; it shall be required in all new DRIs and all new major commercial development located at a transit stop and along any portion of a transit route with a 30 minute headway as per illustrations within this Element or the Land Development Regulations, whichever is more up-to-date. Major commercial development for purposes of this policy shall mean, at a minimum all new shopping centers/plazas or supercenter stores, or commercial infill at an existing transit stop.

Policy 6E: The City shall evaluate the transit design standards recommended by the 2001 TPO transit study in conjunction with consideration of new urbanist and other design standards, for potential amendments to the Lakeland land development regulations.

Policy 6F: The City of Lakeland will continue coordination with the Lakeland Area Mass Transit District, the Transportation Planning Organization, and the Florida Department of Transportation to ensure maximum consideration be given to transit services in planning and programming of all agencies. By 2006 and in coordination with the FDOT, the City will construct Phase One of a transit/multi-modal Park and Ride Lot located beneath the In-Town Bypass and within Downtown Lakeland, as recommended by the Polk Countywide Transit Study. Where feasible, the City shall pursue enhancement and/or expansion of the Downtown Park and Ride Lot to accommodate additional vehicles and patron needs.

Policy 6G: The City of Lakeland will implement land use policies in support of increased transit, which includes encouraging mixed use developments and medium or higher residential densities within ¼ mile of any transit route with a 30 minute headway.

Objective 7: By 2010, provide planning and programming to meet highway access deficiencies to air and rail terminals.

Policy 7A: The City of Lakeland will coordinate efforts with the Transportation Planning Organization and the Florida Department of Transportation in assigning priority status to projects which are identified in airport and rail facility master plans.

Policy 7B: The City of Lakeland will develop incentives to private development which use passenger rail or air to provide a major portion of commuter trips.

Policy 7C: The City of Lakeland will develop alternative corridor improvement criteria to evaluate local and collector road traffic deficiencies, including on links which access airport, rail, and other multi-modal facilities.

Policy 7D: If the decision is made to build a segment of the high-speed rail line in Lakeland, the City will work in cooperation with the High Speed Rail Authority as well as State and private agencies involved in the development of the system to ensure that environmental, noise or other significant external impacts associated with the system are fully assessed and that reasonable attempts are made to mitigate impacts and ensure consistency with the Lakeland Comprehensive Plan.

Policy 7E: The City of Lakeland will work with the Lakeland Area Mass Transit District, the Florida Department of Transportation and the Polk Transportation Planning Organization to plan and program appropriate types and levels of public transit or enhanced surface access to maximize intermodal connections (e.g., transit, automobile, non-motorized) should a station site that is intended to serve Florida's intrastate high-speed rail system be located within the City.

Policy 7F: The City shall promote and support programs designed to capture and enhance the secondary technological or other benefits of high speed rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Policy 7G: The City of Lakeland will coordinate with Polk County, Hillsborough County, the City of Plant City, and the Polk Transportation Planning Organization to address concurrency and access management issues concerning County Line Road.

Objective 8: Continue to develop and implement policies which will discourage disruption of neighborhoods by increased traffic.

Policy 8A: Conduct a re-evaluation of truck routes Citywide.

Policy 8B: The City of Lakeland will incorporate motorized and non-motorized traffic issues in all neighborhood plans developed by the City.

Policy 8C: The City of Lakeland will continue to implement and evaluate the effectiveness of the traffic calming strategies detailed in its "Neighborhood Traffic Management Program".

Objective 9: By 2010, provide a traffic circulation system which will meet adopted Levels of Service standards and support the uses shown on the Future Land Use Map or map series.

Policy 9A: The City of Lakeland will prioritize highway system improvements based upon correction of existing deficiencies, available right-of-way system continuity, development of central core, development of infill areas, and consistency with needs generated by future land uses.

Policy 9B: The City of Lakeland will continue to base development approvals upon adequate system capacities at acceptable levels of service, as established in Policy 4A, to accommodate the impacts of the proposed development concurrent with the impacts of development.

Policy 9C: The City of Lakeland will monitor the major transportation network annually.

Policy 9D: The City of Lakeland will coordinate efforts with the Transportation Planning Organization, the Florida Department of Transportation, Polk County and other municipalities in data sharing, standards interpretation, and concurrency management issues relating to roadway levels of service.

Policy 9E: The City of Lakeland will participate in the any future updates of the 2025 Long Range Transportation Plan through the Transportation Planning Organization planning process.

Policy 9F: The City of Lakeland will assess the annual status of City, County, and FDOT five year work programs for their effect on anticipated levels of service and system capacities.

Policy 9G: The City of Lakeland will establish a mechanism, through the Transportation Planning Organization, of prioritizing "backlogged" facilities on the State road system in order to support County and municipal land use plans.

Policy 9H: The City of Lakeland will coordinate with the Transportation Planning Organization, Lakeland Area Mass Transit District and Florida Department of Transportation to establish strategies to reduce reliance on single occupancy automobile trips, such as encouraging large employers to develop commuter assistance incentives for employees that carpool/vanpool, and/or utilize transit or non-motorized modes for commuting trips. The City will also coordinate with entities such as Bay Area Commuter Services to publicize such alternatives and to assist with data collection

efforts that might be needed to address regional commuter patterns (e.g., Hillsborough and Pinellas County to Lakeland and vice versa).

Policy 9I: The City of Lakeland will coordinate with the Lakeland Area Mass Transit District, Transportation Planning Organization and Florida Department of Transportation to implement plans for Lakeland area park-and-ride lots, as identified in *the 2025 Long-Range Transportation Plan*.

Objective 10: All roadway, aviation and rail improvements will be evaluated to measure impacts to the natural, neighborhood and cultural resources affected by such improvements.

Policy 10A: Construction of all roadway, aviation, and rail improvements, including expansion and new facility sitings, will minimize the disruption of wetlands, wildlife habitats, parks and other areas vital to a healthy ecological balance. The City's Land development regulation's section on Natural Resources addresses impacts to natural resources.

Policy 10B: Construction of new transportation projects will meet, or exceed, the minimum requirements for stormwater retention and treatment as set by Federal, State, regional or local regulations.

Policy 10C: The City of Lakeland will minimize disruption to the historic environment in designated neighborhoods as well as individual historic buildings that result from construction of new transportation projects.

Objective 11: Continue to develop a safe and convenient multi-modal transportation network that supports economic diversification and stability, including in the Central Business District.

Policy 11A: The City of Lakeland will work with the Transportation Planning Organization to ensure that the 2015 Long Range Transportation Plan provides an adequate network for ease of goods movement.

Policy 11B: The City of Lakeland will enhance multi-modal transfer facilities through Transportation Planning Organization priority setting.

Policy 11C: The City of Lakeland will give consideration to local goods movement in truck routing considerations for all neighborhood plans.

Policy 11D: The City of Lakeland will support and promote implementation of the Master Plan for Lakeland Regional Airport, ensure that the plan is updated periodically, and maintains consistency with the Lakeland Comprehensive Plan.

Policy 11E: The City of Lakeland will continue to direct proposed non-residential developments, where appropriate to seek sites in the industrial park adjacent to the airport or within the airport facility.

Policy 11F: The City will refer to the regulations of the Joint Airport Zoning Board (JAZB) regarding height, noise, and land use compatibility consideration for proposed development near the Lakeland Linder Regional Airport.

Policy 11G: The City shall require aviation agreements for new residential subdivisions or multi-family developments located near the City's airport property.

Policy 11H: The City shall address any safety issues for city parking facilities as a top priority within its regular physical maintenance activity for these facilities.

Policy 11I: Future or renewed City leased parking agreements shall consider area market rates and "at-cost" fee schedules to accommodate employee parking needs.

Policy 11J: The City shall consider formation of a Transportation Management Association (TMA) whose membership should include City representatives, an LDDA representative, and membership of the Downtown Lakeland Partnership and/or its Board. The TMA should coordinate with FDOT and the Polk TPO staff, as needed. The purpose of the TMA would be to explore alternatives for meeting downtown transportation and parking demands including the use of intermodal facilities for transit, rail, walking, use of remote parking with shuttle service, and provision for bicycle lanes and racks. Maximizing available parking in the Central Business District should include examination of the use of flex schedules by downtown employers, public-private partnerships for funding of parking improvements including any new garages or parking decks, remote parking lots, transit shelters, and additional on-street parking as part of any new roadway improvements which directly impact the Central Business District. The TMA may also wish to consider review of all such roadway projects for provisions of compatible street design including streetscapes/sidewalks, bike lanes and transit amenities.

Objective 12: Develop a program to protect existing and future traffic circulation, aviation and mass transit rights-of-way from encroachment by development.

Policy 12A: The City of Lakeland will evaluate program options that could potentially stabilize the cost of right-of-way acquisition for construction of transportation improvements. Implementation efforts must consider the legal issues and constraints posed by taking concerns.

Policy 12B: The City of Lakeland will explore the feasibility of regulations which establish a right-of-way reservation program for all projects in the 2015 Short-Range Component of the 2025 Long Range Transportation Plan.

Policy 12C: The City of Lakeland will coordinate efforts with Polk County and the Florida Department of Transportation to ensure right-of-way protection on State and County roads.

Policy 12D: The City of Lakeland will include the needs of the Lakeland Area Mass Transit District in its right-of-way reservation and acquisition programs.

Objective 13: Continue to identify major transit trip generators and attractors and, to the maximum extent possible, coordinate and communicate with the LAMTD where the City has plans to expand City boundaries and/or wastewater line service.

Policy 13A: The City of Lakeland will work with the Lakeland Area Mass Transit District to coordinate proposed mass transit service area expansions with identified major trip generators and attractors.

Policy 13B: Where the City extends wastewater service to an area outside but contiguous to the boundaries of the Lakeland Area Mass Transit District, and/or where a property has voluntarily annexed into the City and is outside and contiguous to the District, the owners shall petition for voluntary inclusion into the transit district prior to the adoption of City zoning. Nothing in this policy shall bind the LAMTD to accept such petition.

Objective 14: Continue to coordinate mass transit plans with the plans and programs of the Transportation Planning Organization and the Florida Department of Transportation Five-Year Plan and increase ridership by a minimum of six (6) percent per year.

Policy 14A: The City of Lakeland will review proposed Lakeland Area Mass Transit District plans to ensure consistency with appropriate local and State transportation plans as well as the Lakeland Comprehensive Plan.

Policy 14B: The City of Lakeland and Lakeland Area Mass Transit District establish a coordinated level of service for mass transit as per the multi-modal level of service standards found in Policy 4A above.

Policy 14C: The City of Lakeland will monitor the financial viability of the LAMTD system as per the TPO annual updates to the Transit Development Plans and the meetings of the LAMTD Board. The City will generally support actions that may enhance the long-term financial viability of LAMTD, including but not limited to cost efficiencies in services and administration, revenue increases through taxing district expansions, and other options proposed by LAMTD.

Policy 14D: The City will support LAMTD applications for federal or state grant programs and service developments which enhance transit ridership including amenities such as shelters and/or applications for funding of multi-modal connections, including

facilities such as park and ride lots or remote parking areas with shuttle/express services for employees.

Objective 15: Coordinate proposed road, airport and non-motorized improvements with the plans and programs of the Polk Transportation Planning Organization, Polk County, the Florida Department of Transportation, other appropriate agencies and ensure consistency with the Lakeland Comprehensive Plan.

Policy 15A: The City of Lakeland will review expansion of existing transportation facilities or new facility proposals for consistency with all related policies in the Lakeland Comprehensive Plan.

Policy 15B: The City of Lakeland will protect airports and other transportation facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the Lakeland Comprehensive Plan.

Policy 15C: The City of Lakeland will encourage coordinated intermodal management of surface and air transportation to maximize the efficiency of the overall transportation system.

Objective 16: Develop non-capital transportation improvement techniques to maximize the existing transportation system.

Policy 16A: The City of Lakeland will develop updated traffic circulation networks to examine such issues as one-way pairs, opening platted rights-of-way, and improving signage.

Policy 16B: The City of Lakeland will give consideration to low cost improvements to the transportation system, including intersection signalization adjustments, signage improvements, and other techniques in its capital budgeting process.

Policy 16C: Neighborhood plans will consider the street as a public place where the existing street system is enhanced through various techniques such as streetscaping and traffic calming to encourage the use of non-motorized modes of travel and transit on at least those facilities that operate as collector or local roads.

Objective 17: Coordinate the expansion of existing or siting of new air, rail, road or related transportation facilities with the Future Land Use and Conservation Elements of this comprehensive plan.

Policy 17A: The City of Lakeland will review all transportation projects for consistency with the Future Land Use and Conservation Elements of the Lakeland Comprehensive Plan.

Policy 17B: The City of Lakeland will require strategies that mitigate adverse structural and non-structural impacts upon adjacent natural resources and land uses resulting from transportation facility construction or expansion, consistent with the Conservation Element of this Plan and all applicable State or Federal Regulations.

TO: Project Team and File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Mutlimodal Systems–Three Cities
CC: Project Team

City of Gainesville, FL

Contacts:

Community Development Department
Phone #: 352-393-8694

Primary Respondent: Onelia Lazzari lazzarior@cityofgainesville.org

Date of Survey: 1:15 - 2:00 PM, 06/01/2007

Format of Survey: Via phone

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

Question: (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**

(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes

(2) The Transportation Concurrency Exception Area (TCEA), described in detail in the City of Gainesville's Comprehensive Plan, specifically the Concurrency Management Element document (policies 1.1.5, 1.1.6, 1.1.7, and 1.1.8) and the Transportation Mobility Element (objectives 1.0, 2.0, and 3.0).

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1) There are currently no specific translation factors that directly identify the benefit of the TCEA on roadway level of service (LOS).

(2) It was determined that providing multi-modal options was the best strategy for the TCEA. However, the City is considering the use of transit, pedestrian, and bicycle LOS standards. Special attention has been paid to transit ridership statistics, transit headways, additional transit route added, pedestrian facilities added, and bicycle facilities added within the TCEA. Pedestrian and bicycle facilities, the number of connections made to transit, and community resources are other areas of importance.

(3) Neither the DCA nor the FDOT has reviewed these criteria; however the urban village area is considering a Multi-Modal Transportation Concurrency District (MMTD) designation, which will be complete by 2008.

Survey Question C

Question: How are needed multi-modal improvements determined and what methods are used to prioritize projects?

Response: The City coordinated with the Public Works and the Regional Transit System (RTS) Departments, as well as the County if needed, to develop the Comprehensive Plan ("Plan") objectives and polices and TCEA standards. During this coordination effort, priority was given to improvements and location of specific improvements, then written into the Plan's standards. Following the development of Plan standards, the Capital Improvement Element (CIE) was updated using the Plan's language. Each development was reviewed based on an individual site specific analysis.

"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. 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." — Policy 1.1.6, Gainesville Concurrency Management Element of Comprehensive Plan

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: TCEA policies 1.1.6, 1.1.7, and 1.1.8 identify several different standards that must be met by prospective developers. The number of standards required is determined by the number of trips generated by the proposed project, and in which zone of the TCEA the project is located. Zone A is the least restrictive, Zone B is intermediate, and Zone C which is currently the highest developer driven development area in the TCEA is the most restrictive. The monetary contribution is also based on number of trips generated. Zone A encourages redevelopment of blighted areas and uses City funding towards concurrency impact fees, while Zone B is \$100 per trip, and Zone C is \$150 per trip. Developers are first required to meet their Land Development Code, traffic safety, and/or traffic operation improvements. These improvements are not credited towards meeting the TCEA standards.

Survey Question E

Question: (1) How successful has your jurisdiction been in implementing multi-modal improvements?

(2) Are these implemented improvements stimulating redevelopment or infill within the area?

Response: (1) The implementation of multi-modal regulations within the City's TCEA have been very successful. There have been significant sidewalk and bus shelter improvements, as well as developer contributions towards large-scale sidewalk projects, ride-share facilities, and streetscaping projects. There have also been a number of direct contributions to the transit system.

(2) The TCEA has allowed development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. The increase in urban development has stimulated more growth, all with the increase in multi-modal facilities and options, which together are producing an attractive urban community.

Survey Question F

Question: If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?

Response: Developer contributions are collected through the use of TCEA agreements (developer agreement) if the proposed improvement is not constructed directly by the developer. These funds are allocated to a TCEA revenue account per individual development. The revenue accounts are separated for ease in tracking by City accountants. To implement the given improvement, money is then transferred to the public works budget via an expenditure account which is then used for implementation. Currently, the City has not had the need to collect improvement funds for the County.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: The City of Gainesville implemented the TCEA in 1999 and has since spent a considerable amount of time reviewing each proposed TCEA development. There has been a considerable increase in staff needed and staff time dedicated to TCEA review, especially when dealing with special use permits for auto dominated uses.

The survey participant strongly suggests that additional time is a necessity and is the only way to complete the task comprehensively.

Miscellaneous

Question: (1) What are the obstacles you faced?

(2) What would you do over if you had the chance to begin from scratch?

Response: (1) Obstacles include dealing with out of town developers and the escalation of construction costs, which results in fewer improvements implemented with developer contribution. Another obstacle was the process of educating developers, the public, and agencies about the TCEA designation. Finally, development standards were an obstacle and took nearly a year to complete. The City went to several board meetings, public meetings, and meetings with the builder association to raise awareness about the TCEA regulations.

(2) Focus on providing clear and concise developer TCEA agreements, and account for a significant amount of time and research to develop the revenue account system, as well as the process in which funds are transferred to the public work department.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	City of Miami	Polk TPO
Ease of Implementation	4				
Clear Guidance to Developers	9				
Concise Multi-modal Standards	10				
Effectiveness of Implementing Pedestrian Improvements	9				
Effectiveness of Implementing Bicycle Improvements	8				
Effectiveness of Implementing Transit Improvements	7				
Ability to Stimulate Redevelopment and Infill	9				
Coordination Between Agencies	8				
FDOT and DCA Acceptance	6				
Clear Mechanisms for Collecting and Distributing Contributions	8				

Attachment A

Concurrency Management Element Goals, Objectives and Policies

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

Policy 1.1.1

All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI), 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.

Policy 1.1.2

Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.

Policy 1.1.3

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

Policy 1.1.4

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

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

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

Policy 1.1.5

Within Zone B or C, new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6 or 1.1.7 (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 (whichever is relevant to the Zone).

Policy 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 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 b. Provide funding for a new transit route.

- 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.
- 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.
- g. Construction of public sidewalks where they are not currently existing. Sidewalk construction required to meet the 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.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading

- for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
 - q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
 - r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connecting with transit lines; 3) land acquisition for expansion or better connectivity of the greenway system; 4) additional entry points to the greenway system; 5) bridges spanning creeks or wetland areas; and/or, 6) appropriate trail surfacing.
 - s. 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.
 - 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, where acceptable to the City and/or MTPPO, as relevant.
 - w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policy 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. 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 3 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 12 standards
Greater than 5,000 trips	At least 18 standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. 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.
- 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.

Policy 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:

- 1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
- 2. A roundabout at SW 23rd Terrace and SW 35th Place.

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

- 1. 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.

Policy 1.1.9

Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, 1.1.6, or 1.1.7

Policy 1.1.10

Within Zone B or C, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

Policy 1.1.11

An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380 F.S. DRI

requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.

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

Policy 1.1.12

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

Policy 1.1.13

In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 1.1.14

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

Policy 1.1.15

The next evaluation of the TCEA shall be in conjunction with the City’s Evaluation and Appraisal Report as required for the City of Gainesville 2010-2020 Comprehensive Plan.

Policy 1.1.16

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

Policy 1.1.17

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

Policy 1.1.18

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

Objective 1.2

The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Policy 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 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.

Policy 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.

Policy 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.

Policy 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.

Policy 1.2.5

In order to encourage the redevelopment of chronically vacant buildings located within 1/4 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.

Policy 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 redevelopment 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% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 30%.

Objective 1.3

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

Policy 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.

Policy 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.

Policy 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.

Policy 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

development/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.

Policy 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.

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

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

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

Policy 1.4.5

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

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400-foot distance requirement shall not apply if any of the following criteria are met:
 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
 2. Cross access is provided with an adjoining property.
 3. A public or private road intervenes between the two sites.
 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within ¼ mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 1.4.10

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

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

Objective 1.5

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

Policy 1.5.1

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

Policy 1.5.2

The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.

Policy 1.5.3

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

Policy 1.5.4

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

Policy 1.5.5

New development within Zone B or Zone C 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 Zone C, 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 Zone B and Zone C 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.

Policy 1.6.1

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

Policy 1.6.2

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

Objective 1.7

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

Policy 1.7.1

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

Policy 1.7.2

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

Objective 1.8

The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.

Policy 1.8.1

For developments generating more than 100 net, new trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TCEA that generate more than 1,000 net, new trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any standards proposed/required to be met under Policy 1.1.6 or 1.1.7. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing.

Policy 1.8.2

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

Policy 1.8.3

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

Objective 1.9

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

Policy 1.9.1

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

Policy 1.9.2

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

Objective 1.10

The City shall continue to enforce transportation concurrency requirements for all developments outside the adopted TCEA.

Policy 1.10.1

Outside the TCEA, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:

- a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued.
- b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five-Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:
 1. The estimated date of commencement of actual construction and the estimated date of project completion.
 2. A provision that a plan amendment is required to eliminate, defer, or 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.

Policy 1.10.2

Outside the TCEA, 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.

Policy 1.10.3

Outside the TCEA, 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:

- a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.
- b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 110 percent of the maximum volume at the adopted level of service of the roadway segment.
- c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.
- d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, 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.

**TRANSPORTATION
CONCURRENCY
EXCEPTION AREA**

Gainesville, Florida

Legend

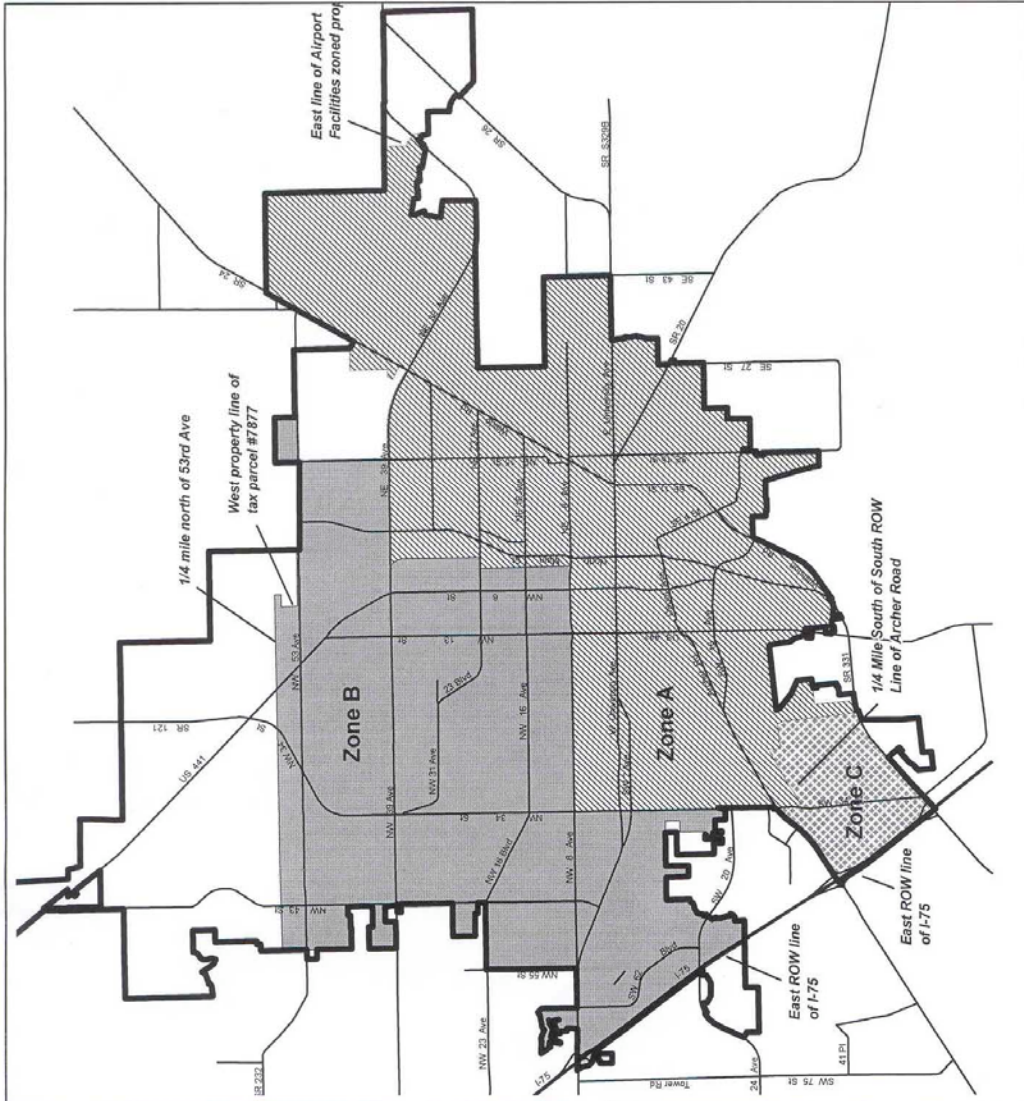
Transportation Concurrence
Exception Area Sub-Zones

- Zone A
- Zone B
- Zone C

Gainesville City Limits

**City of Gainesville
Gainesville, Florida**

Prepared by the
Dept of Community Development
November 2005



Revised 11/22/04, Ord 030756
Revised 11/15/05, Ord 031252

**NW 13TH STREET
SPECIAL CONCURRENT
REDEVELOPMENT
CREDIT AREA**

Gainesville, Florida

Legend

NW 13th Street Special
Concurrent Redevelopment
Credit Area

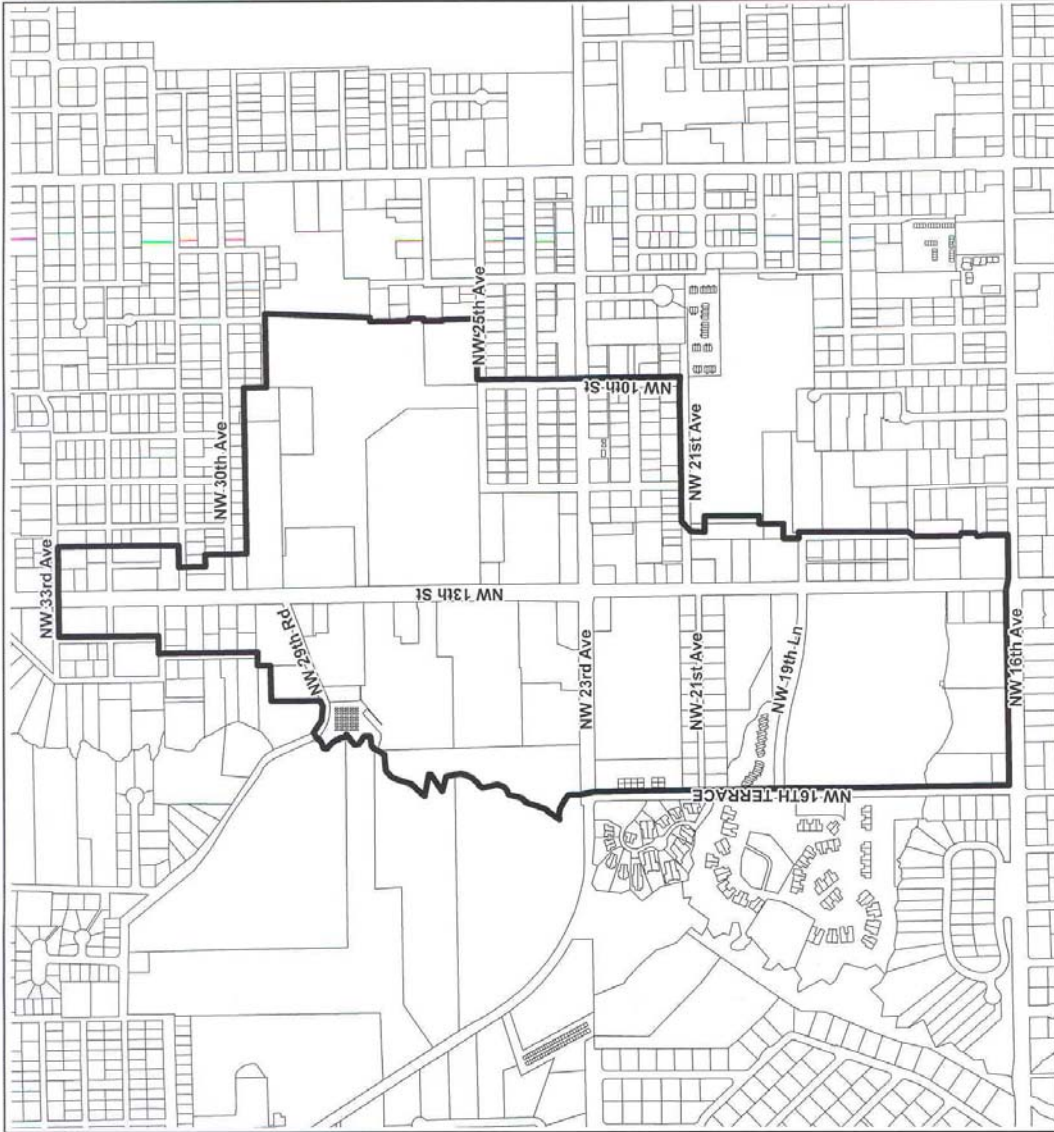
Boundary

**City of Gainesville
Gainesville, Florida**

Prepared by the
Dept of Community Development
November 2005

0.08 0.045 0 0.09 Miles

N



Adopted 11/15/05, Ord 031252

TO: Project Team and to File **DATE:** 06/01/2007
FROM: Scott Pringle
SUBJECT: **Survey Responses:** **PROJECT NO:**
Mutlimodal Systems–Three Cities
CC: Project Team

City of Orlando, FL

Contacts:

Transportation Planning Division
Main #: 407-246-2522
Primary: Malisa McCreedy Malisa.McCreedy@cityoforlando.net

Date of Survey: 06/01/2007
Format of Survey: received via email

Section 1.0 Interview Questions

This section provides a list of questions and subsequent responses used during the interview process. There are also additional references to relevant agency documents pertinent to each survey question.

Survey Question A

- Question:** (1) **Within your jurisdiction are there any transit, pedestrian, or bicycle improvements used to mitigate impacts on congested roadways?**
(2) **If so, please describe the mechanisms in place, and are there documents or other information sources that could be provided for our review?**

Response: (1) Yes

(2) LYMMO bus rapid transit (BRT) System – circulator in the downtown, operated by LYNX/funded by the City of Orlando, Bicycle Plan – originally adopted in 1994; Downtown Transportation Plan adopted December 2006.

According to the City of Orlando Growth Management Plan, Transportation Element, the following mechanisms are in place to mitigate impacts on congested roadways.

To encourage infill and use of alternative modes of transportation, the area included in the Transportation Concurrency Exception Area (TCEA) is exempt from transportation concurrency management system. Additionally, transit corridors within the TCEA are given high priority for transit frequency increases to provide additional capacity to the transportation system.

Developments of regional impact within the TCEA are permitted to mitigate their impacts through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management.

Survey Question B

Question: (1) Does your jurisdiction calculate a benefit from these types of multi-modal improvements toward roadway capacity?

(2) If so, how? If not, why not?

(3) Has the Department of Community Affairs (DCA) and/or the Florida Department of Transportation (FDOT) reviewed and/or accepted this methodology?

Response: (1) The City of Orlando does not currently have a process for direct calculation of the benefits of multi-modal improvements.

(2) Although there is not a direct calculation, the City of Orlando maintains a concurrency management system and a TCEA.

(3) The DCA has reviewed the City's comprehensive plan and the FDOT has reviewed concurrency standards for consistency with both State and District 1 requirements. However, the City of Orlando is currently not seeking multi-modal designation.

Survey Question C

Question: How are needed multi-modal improvements determined and what methods are used to prioritize projects?

Response: Projects are prioritized through MetroPlan Orlando, the Transportation Improvement Program, and the Capital Improvement Program.

Survey Question D

Question: How are developer contributions to multi-modal projects calculated?

Response: The contributions are dictated primarily by the Land Development Code as well as various adopted plans and policies. For example, sidewalk width and connectivity to existing networks are detailed in the Land Development Code, while Streetscape Guidelines are explained in the Downtown Transportation Plan and the Downtown Outlook.

Depending on the project, other conditions are also negotiated such as transit stops, bus pull-out bays, 50% subsidies for bus passes, bike lanes, trail easements, contributions to BRT system expansions, and light rail right-of-way reservations depending on the project.

The southeast portion of the City of Orlando is made up of 17,000 acres and is relatively undeveloped. New development occurring in this area receives a 30% reduction of transportation impact fees as incentive to exceed code requirements for multi-modal improvements, such as constructing and maintaining the trail network. The situations are handled on a case-by-case basis and because the reductions awarded to the developers are incorporated into the negotiations of the development, the City has not tracked the number of instances in which this has occurred.

Survey Question E

Question: (1) **How successful has your jurisdiction been in implementing multi-modal improvements?**

(2) **Are these implemented improvements stimulating redevelopment or infill within the area?**

Response: (1) One of the major successes for the City of Orlando was implementation of the Bicycle Plan. The City of Orlando was named the second worst city for bicycling by Bicycling Magazine in 1990. In response to that designation, the Bicycle Plan was developed and a goal was set to complete 100 total miles of bikeway facilities in the City by the end of 2000. That goal was met and exceeded ahead of that date. In response to this, the League of American Cyclists designated the City of Orlando as a “Bicycle Friendly Community”. In total, the City has provided 148 miles of bicycle facilities, exceeding the original goal set for 2010 of 132 miles.

Another success for the City of Orlando is the LYMMO circulator service in place in Downtown Orlando. The three-mile circuit has 21 stops, and runs at five to 15 minute headways, seven days a week. The service is free to riders, and has proven to be a very popular mode of transportation throughout downtown with average daily ridership of 4,500 after 10 years of operation.

(2) The reduction of impact fees applies only to new development and does not encompass redevelopment or infill projects. Instead, these projects are given credit for any prior impact fees paid. Each master plan or planned development project is reviewed and the conditions are set by the Transportation Planning department.

An example of a stand-out project is the Baldwin Park redevelopment of the 1,000 acre Orlando Naval Training Center. As a new urbanist development, it has narrower streets in a grid pattern, and includes a connected network of bicycle lanes and sidewalks, with a regional trail running through a portion of the neighborhood.

Survey Question F

Question: **If your agency collects developer contributions on behalf of other agencies, how are these funds transferred and how does the other agency document its commitment toward implementing the improvements?**

Response: The City of Orlando does not collect developer contributions on behalf of other agencies.

Survey Question G

Question: Does your agency expect to spend more, less, or about the same amount of staff time monitoring your transportation concurrency management system with the integration of multi-modal concurrency mechanisms?

Response: The amount of time taken to monitor transportation concurrency management has not affected the agency.

Evaluation Matrix

Scoring is 1-10: 1 is the lowest score and 10 is the highest.

Performance Criteria	Candidate Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	Miami-Dade County	Polk TPO
Ease of Implementation			8		
Clear Guidance to Developers			5		
Concise Multi-modal Standards			6		
Effectiveness of Implementing Pedestrian Improvements			5		
Effectiveness of Implementing Bicycle Improvements			8		
Effectiveness of Implementing Transit Improvements			6		
Ability to Stimulate Redevelopment and Infill			8		
Coordination Between Agencies			3		
FDOT and DCA Acceptance			5		
Clear Mechanisms for Collecting and Distributing Contributions			4		

Attachment A



GMP

Growth Management Plan

Transportation

CITY OF ORLANDO
PLANNING & DEVELOPMENT
GROWTH MANAGEMENT

Approved
August 12, 1991
Amended January 22, 2007

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES & POLICIES

INTERMODAL SYSTEM

GOAL 1

- To develop a balanced transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques. *9J-5.019(4)(a)*
State Plan 187.201(20)(a)
- Objective 1.1** Vehicle occupancy rates for home-to-work trips shall increase to 1.3 persons per vehicle during peak hours by the year 2015. *9J-5.019(4)(b)1*
- Policy 1.1.1 The City shall continue use of the Land Development Code’s maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, and shared parking. *9J-5.019(4)(c)3, 5*
ECFRPC 63.10.2
Downtown 4.3
- Policy 1.1.2 The City shall review the Land Development Code’s parking standards to identify amendments needed to promote infill development and at the same time address the changing characteristics of office and manufacturing uses. *9J-5.019(4)(c)3*
ECFRPC 63.10.2
- Policy 1.1.3 The City shall limit the addition of new long-term parking spaces in the Downtown core, and pursue park-and-ride facilities to support rideshare programs and express bus service. *9J-5.019(4)(c)3*
State Plan 187.201(20)(b)10
- Policy 1.1.4 The City shall pursue designation of exclusive high-occupancy vehicle (HOV) lanes on limited access facilities through coordination with the Florida Department of Transportation, Metroplan Orlando, the Orlando-Orange County Expressway Authority, and appropriate local governments.
- Objective 1.2** Every metropolitan activity center shall be served by internal public transit, bikeway, and pedestrian systems by 2010, and every urban activity center shall integrate such systems to the maximum extent possible. *9J-5.019(4)(b)1, 2*
State Plan 187.201(20)(b)15
- Policy 1.2.1 The City shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate transfer of passengers to and from the regional transit system. *9J-5.019(4)(c)8*
State Plan 187.201(20)(b)15
ECFRPC 63.1.4
Land Use 2.1.1 (b)

Policy 1.2.2	New or expanded metropolitan activity centers shall only be approved in conjunction with the approval of financially feasible plans for internal transit, bikeway, and pedestrian systems that reduce reliance on automobiles for access and internal circulation.	<i>9J-5.019(4)(c)5, 8 State Plan 187.201(20)(b)15 ECFRPC 63.4.4, 63.10.4</i>
Policy 1.2.3	New or expanded urban activity centers shall only be approved in conjunction with the approval of financially feasible plans for bikeway and pedestrian systems that reduce reliance on automobiles for access and internal circulation.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)15</i>
Policy 1.2.4	The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and to promote alternative transportation modes.	<i>9J-5.019(4)(c)5 State Plan 187.201(20)(b)8</i>
Objective 1.3	Within the City of Orlando, 5 percent of work trips shall be by public transit, and 20 percent of non-home based internal trips within metropolitan activity centers shall be by means other than the single-occupant vehicle by 2015.	<i>9J-5.019(4)(b)1</i>
Policy 1.3.1	The City shall continue to provide annual contributions to the Central Florida Regional Transportation Authority (dba Lynx) to fund transit service improvements consistent with Objective 3.3.	<i>State Plan 187.201(20)(b)8</i>
Policy 1.3.2	The City shall continue to support the regional Mobility Assistance program as a provider of services such as ridematching, vanpooling, and transit system information.	<i>9J-5.019(4)(c)11 State Plan 187.201(20)(b)10 ECFRPC 63.1.1.b Capital Improv. 1.1.1</i>
Policy 1.3.3	The City shall ensure that super stops, transit centers, and park-and-ride lots are designed to accommodate bicyclists. Safe and adequate bicycle parking facilities shall be provided at these locations. The thoroughfare system providing access to these centers and lots should allow for safe and adequate bicycle use.	<i>9J-5.019(4)(c)5, 12 ECFRPC 63.3.1</i>
Objective 1.4	The City shall maintain within the Land Development Code standards for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial enlargements and substantial improvements of existing developments, and to road improvements.	<i>9J-5.019(4)(b)4</i>
Policy 1.4.1	The City shall require site and building design for new developments within the transit service area and for Developments of Regional Impact to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle	<i>9J-5.019(c)5, 12 ECFRPC 63.4.4</i>

access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.

- Policy 1.4.2 The City shall implement Land Development Code requirements which improve pedestrian access to the transit system in order to assist the Central Florida Regional Transportation Authority (dba Lynx) in the transition of users from the Transportation Disadvantaged program into the fixed-route system. *9J-5.019(c)12*
- Policy 1.4.3 The City shall require developments to provide the following, if applicable: *9J-5.019(c)12*
ECFRPC 63.8.2
- Full accommodations for pedestrian access and movement
 - Full accommodations for bicycles, including lockers and racks
 - Well designed accommodations for transfer of passengers at designated transit facilities
 - Preferential parking for rideshare participants
 - Well designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites
 - Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access
 - Weather protection at transit stops
- Policy 1.4.4 The City shall require that new development be compatible with and further the achievement of the Transportation Element. Requirements for compatibility may include but are not limited to: *9J-5.019(4)(c)5*
- Orienting pedestrian access to transit centers and existing and planned transit routes
 - Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separation of the building from the street by parking
 - Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation
- Policy 1.4.5 The City shall support transportation related urban design studies and projects, such as traffic calming, view corridors, regional directional sign plans, and street tree plantings. *9J-5.019(4)(c)7*
- Policy 1.4.6 Consistent with its “City Beautiful” identity and to the maximum extent feasible and as appropriate to right-of-way and other corridor characteristics, the City shall

include landscaping and streetscaping as roadway design components in order to enhance the function for all users.

- Objective 1.5** The City shall review the Land Development Code annually to determine the need for amendments to make it consistent with changes to road classifications, transit, bicycle and pedestrian facility requirements, access management regulations, and transportation systems management techniques. *9J-5.019(4)(b)2*
- Policy 1.5.1 The City shall enforce the Access Management Standards included in the Land Development Code to ensure appropriate access to the city’s transportation system. *9J-5.019(4)(c)2*
- Policy 1.5.2 The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roadways. *9J-5.019(4)(c)2*
- Policy 1.5.3 The City shall amend the Land Development Code as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, access control regulations, and transportation systems management techniques. *9J-5.019(4)(c)2, 7*
- Objective 1.6** Access to the Orlando International Airport and Orlando Executive Airport shall be improved throughout the planning period through integration of existing and future ground transportation systems. *9J-5.019(4)(b)1*
- Policy 1.6.1 The Orlando International Airport shall function as an intermodal terminal for the Central Florida region, incorporating aviation and surface transportation facilities. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.3
Land Use 4.2.1*
- Policy 1.6.2 The City shall promote the design and planning of multi-modal facilities that provide adequate ingress and egress to existing and future aviation facilities. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.3
Land Use 4.2.1*
- Policy 1.6.3 The City shall advocate the provision of better access to the Orlando International Airport from Downtown Orlando and the northern half of the urban area. This access may be highway, rail and/or bus. *9J-5.019(4)(c)14
State Plan 187.201(20)(a)
ECFRPC 63.13.4
Land Use 4.2.1*
- Objective 1.7** The City shall annually coordinate with the Greater Orlando Aviation Authority to identify transportation alternatives to serve the Orlando International Airport. *9J-5.019(4)(b)3, 4
State Plan 187.201(20)(a)
Amended March 18, 2002
Effective Date June 2, 2002
Doc. No. 020318704*
- Policy 1.7.1 The City shall promote increased alternative transportation opportunities at the Orlando International Airport and Orlando Executive Airport to reduce reliance on automobile travel and encourage greater use of transportation alternatives. *9J-5.019(4)(c)11*

FIGURE TE-1**TRANSPORTATION ELEMENT****LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
4th Street	11th Street	Boggy Creek Road	E
Alafaya Trail Extension	Narcoossee Road	Central Florida Greenway	E
Americana Boulevard	John Young Parkway	Texas Avenue	E
Augusta National Drive	T.G. Lee Boulevard	Hazeltine National Drive	E
Augusta National Drive	Hazeltine National Drive	Lee Vista Boulevard	E
Augusta National Drive	Lee Vista Boulevard	Hoffner Avenue	E
Beachline Expressway (EB)	Goldenrod Road Extension	Narcoossee Road	E
Beachline Expressway (WB)	Narcoossee Road	Goldenrod Road Extension	E
Beachline Expressway (EB)	Semoran Boulevard	Goldenrod Road Extension	E
Beachline Expressway (WB)	Goldenrod Road Extension	Semoran Boulevard	E
Beachline Expressway (EB)	Tradeport Drive	Semoran Boulevard	E
Beachline Expressway (WB)	Semoran Boulevard	Tradeport Drive	E
Beachline Expressway (EB)	Boggy Creek Road	Tradeport Drive	E
Beachline Expressway (WB)	Tradeport Drive	Boggy Creek Road	E
Bent Pine Drive	Semoran Boulevard	Augusta National Drive	E
Bent Pine Drive	Augusta National Drive	Corporate Centre Boulevard	E
Boggy Creek Road	Jetport Drive	Landstreet Road	E
Boggy Creek Road	Landstreet Road	4th Street	E
Boggy Creek Road	4th Street	Tradeport Drive	E
Boggy Creek Road	Tradeport Drive	Wetherbee Road	E
Boggy Creek Road	Wetherbee Road	Central Florida Greenway	E
Boggy Creek Road	Central Florida Greenway	Orange County Line	E
Carrier Drive	International Drive	Grand National Drive	E
Central Florida Greenway (NB)	Boggy Creek Road	Narcoossee Road	E
Central Florida Greenway (SB)	Narcoossee Road	Boggy Creek Road	E
Central Florida Greenway (NB)	Narcoossee Road	Moss Park Road	E
Central Florida Greenway (SB)	Moss Park Road	Narcoossee Road	E
Central Florida Greenway (NB)	Moss Park Road	Beachline Expressway	E
Central Florida Greenway (SB)	Beachline Expressway	Moss Park Road	E
Chickasaw Trail	Red Bay Drive	Lee Vista Boulevard	E
Conroy Road	Hiawassee Road	Turkey Lake Road	E
Conroy Road	Turkey Lake Road	Kirkman Road	E
Conroy Road	Kirkman Road	Mission Road	E
Conroy Road	Mission Road	Orlando-Vineland Road	E
Conroy Road	Orlando-Vineland Road	I-4 Interchange	E
Conroy Road	I-4 Interchange	John Young Parkway	E
Conway Road	Hoffner Avenue	Lee Vista Extension	F (1,619.3 vplph)
Conway Road	Lee Vista Extension	McCoy Road	F (1,293.2 vplph)
Corporate Centre Boulevard	Bent Pine Drive	Lee Vista Boulevard	E
Dowden Road	Boggy Creek Road	Tradeport Drive	E
Dowden Road	Heinzelman Road	Narcoossee Road	E
Econlockhatchee Trail	Curry Ford Road	Lee Vista Boulevard Extension	E
Florida's Turnpike (NB)	Interstate 4	E-W Expressway	E
Florida's Turnpike (SB)	E-W Expressway	Interstate 4	E
Florida's Turnpike (NB)	Orange Blossom Trail	Interstate 4	E
Florida's Turnpike (SB)	Interstate 4	Orange Blossom Trail	E
Forbes Place	Shadowridge Drive	North Frontage Road	E
Grand National Drive	W. Oakridge Road	Carrier Drive	E
Hazeltine National Drive	Shadowridge Drive	Semoran Boulevard	E
Hazeltine National Drive	Semoran Boulevard	TPC Boulevard	E
Hazeltine National Drive	TPC Boulevard	New Goldenrod Road	E
Heinzelman Boulevard	New Goldenrod Road	South Access Road	E
Hiawassee Road	Old Winter Garden Road	Raleigh Street	E
Hiawassee Road	Raleigh Street	Metrowest Boulevard	F (1,123.8 vplph)
Hiawassee Road	Metrowest Boulevard	Florida's Turnpike Bridge	F (1,123.8 vplph)
Hoffner Avenue	Conway Road	Shadowridge Drive	F (1,210.5 vplph)
Hoffner Avenue	Shadowridge Drive	Semoran Boulevard	F (1,210.5 vplph)
Hoffner Avenue	Patch Road	Goldenrod Road	F (1,038.1 vplph)
Holden Avenue	John Young Parkway	Texas Avenue	E
Holden Avenue	Texas Avenue	Rio Grande Avenue	E
Hollywood Way	Turkey Lake Road	Universal Boulevard	E
International Drive	Oakridge Road	Grand National Drive	E
International Drive	Grand National Drive	Kirkman Road	E

**FIGURE TE-1
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
International Drive	Kirkman Road	Universal Boulevard	F (956.6 vplph)
International Drive	Universal Boulevard	Sand Lake Road	E
Interstate 4 (EB)	Sand Lake Road	Kirkman Road	E
Interstate 4 (WB)	Kirkman Road	Sand Lake Road	E
Interstate 4 (EB)	Kirkman Road	Florida's Turnpike	F (2,062.8 vplph)
Interstate 4 (WB)	Florida's Turnpike	Kirkman Road	F (2,177.4 vplph)
Interstate 4 (EB)	Florida's Turnpike	Conroy Road Interchange	E
Interstate 4 (WB)	Conroy Road Interchange	Florida's Turnpike	E
Interstate 4 (EB)	Conroy Road Interchange	John Young Parkway	E
Interstate 4 (WB)	John Young Parkway	Conroy Road Interchange	E
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Parkway	E
Interstate 4 (WB/HOV)	John Young Parkway	Florida's Turnpike	E
Interstate 4 (EB/HOV)	Kirkman Road	Florida's Turnpike	E
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Road	E
Interstate 4 (EB/HOV)	International Drive	Kirkman Road	E
Interstate 4 (WB/HOV)	Kirkman Road	Sand Lake Road	E
Interstate 4 Overpass	W. Oakridge Road	Caravan Court/Major Boulevard	E
John Young Parkway	Interstate 4	Millenia Boulevard	F (1,425.8 vplph)
John Young Parkway	Millenia Boulevard	Conroy Road/Americana Boulevard	F (1,464.5 vplph)
John Young Parkway	Conroy Road/Americana Boulevard	Oak Ridge Road	F (1,759.5 vplph)
John Young Parkway	Oak Ridge Road	Sand Lake Road	F (1,334.3 vplph)
Kirkman Road	E-W Expressway	Old Winter Garden Road	F (1,007.8 vplph)
Kirkman Road	L.B. Mcleod Road	Conroy Road	F (1,270.0 vplph)
Kirkman Road	Conroy Road	Orlando-Vineland Road	F (1,279.9 vplph)
Kirkman Road	Orlando-Vineland Road	Major Boulevard	F (1,167.4 vplph)
Kirkman Road	Major Boulevard	Interstate 4	F (1,259.0 vplph)
Kirkman Road	Interstate 4	International Drive	F (1,162.9 vplph)
Kirkman Road	International Drive	Sand Lake Road	E
Lake Nona Road (A)	Boggy Creek Road	Narcoossee Road	E
Lake Nona Road (B)	Lake Nona Road (A)	Narcoossee Road	E
Landstreet Road	Sidney Hayes Road	Orange Avenue (CR 527)	E
Landstreet Road	Orange Avenue (CR 527)	Boggy Creek Road	E
Lee Vista Boulevard	Conway Road	Shadowridge Drive	F (997.4 vplph)
Lee Vista Boulevard	Shadowridge Drive	Semoran Boulevard	E
Lee Vista Boulevard	Semoran Boulevard	Augusta National Drive	E
Lee Vista Boulevard	Augusta National Drive	TPC Drive/Corporate Center Boulevard	E
Lee Vista Boulevard	TPC Drive/Corporate Center Boulevard	New Goldenrod Road	E
Lee Vista Boulevard	New Goldenrod Road	Narcoossee Road	E
Lee Vista Boulevard	Narcoossee Road	Chickasaw Trail	E
Lee Vista Boulevard	Chickasaw Trail	Econlockhatchee Trail	E
Lee Vista Boulevard	Econlockhatchee Trail	Central Florida Greeneway	E
Major Boulevard	Orlando-Vineland Road	Kirkman Road	F (1,436.2 vplph)
Major Boulevard	Kirkman Road	Universal Boulevard	F (1,436.2 vplph)
McCoy Road	Conway Road	North Frontage Road	F (1,098 vplph)
Millenia Boulevard	Oakridge Road	Radebaugh Way	E
Millenia Boulevard	Radebaugh Way	Conroy Road	E
Millenia Boulevard	Conroy Road	John Young Parkway	E
Metrowest Boulevard	Hiawassee Road	Kirkman Road	F (1,038.7 vplph)
Mission Road (Pine Hills Extension)	L.B. Mcleod Road	Conroy Road	E
Moss Park Road	Narcoossee Road	Wewahootee Road	E
Narcoossee Road	New Goldenrod Road	Lee Vista Boulevard	F (1,051.4 vplph)
Narcoossee Road	Lee Vista Boulevard	Beachline Expressway	F (1,431.4 vplph)
Narcoossee Road	Beachline Expressway	Alafaya Trail Extension	E
Narcoossee Road	Alafaya Trail Extension	Moss Park Road	E
Narcoossee Road	Moss Park Road	Central Florida Greeneway	E
Narcoossee Road	Central Florida Greeneway	Orange County Line	E
New Goldenrod Road	Goldenrod Road	Hoffner Avenue	E
New Goldenrod Road	Hoffner Avenue	Lee Vista Boulevard	E
New Goldenrod Road	Lee Vista Boulevard	Beachline Expressway	E
New Goldenrod Road	Beachline Expressway	Heinzelman Boulevard	E
North Frontage Road	McCoy Road	Forbes Place	F (1,173.6 vplph)
North Frontage Road	Forbes Place	Semoran Boulevard	F (1,173.6 vplph)
Oakridge Road	Grand National Drive	International Drive	E

**FIGURE TE-1
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
Oakridge Road	International Drive	Millenia Boulevard	E
Oakridge Road	Millenia Boulevard	John Young Parkway	E
Old Winter Garden Road	Hiawassee Road	Kirkman Road	E
Orange Avenue (CR 527)	Jetport Drive	Landstreet Road	E
Orange Avenue (CR 527)	Landstreet Road	4th Street	E
Orange Avenue (CR 527)	4th Street	Tradeport Drive	E
Orange Avenue (CR 527)	Tradeport Drive	Wetherbee Road	E
Orange Blossom Trail	Kaley Avenue	29th Street	E
Orange Blossom Trail	29th Street	35th Street	F (1,813.1 vplph)
Orange Blossom Trail	TCEA Boundary	Holden Avenue	F (1,813.1 vplph)
Orlando-Vineland Road	L.B. Mcleod Road	Conroy Road	F (864.4 vplph)
Orlando-Vineland Road	Conroy Road	Radebaugh Way	E
Orlando-Vineland Road	Radebaugh Way	Major Boulevard	E
Orlando-Vineland Road	Major Boulevard	Kirkman Road	E
Orlando-Vineland Road	Kirkman Road	Universal Boulevard	E
Orlando-Vineland Road	Universal Boulevard	Turkey Lake Road	E
Patch Road	Hoffner Avenue	Bent Pine Drive	E
Radebaugh Way	Orlando-Vineland Road	Millenia Boulevard	E
Raleigh Street	Hiawassee Road	Kirkman Road	E
Rio Grande Avenue	Texas Avenue	TCEA Boundary	E
Sand Lake Road	International Drive	Universal Boulevard	F (951.4 vplph)
Sand Lake Road	Universal Boulevard	Kirkman Road	E
Sand Lake Road	Kirkman Road	John Young Parkway	E
Semoran Boulevard	Hoffner Avenue	Bent Pine Drive	F (1,387.1 vplph)
Semoran Boulevard	Bent Pine Drive	Lee Vista Boulevard	F (1,387.1 vplph)
Semoran Boulevard	Lee Vista Boulevard	Hazeltine National Drive	F (1,247.4 vplph)
Semoran Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	F (1,247.4 vplph)
Semoran Boulevard	T.G. Lee Boulevard	Beachline Expressway	F (1,008.2 vplph)
Semoran Boulevard (HOV)	Michigan Street/Lake Margaret Drive	Hoffner Avenue/Lee Vista Boulevard	E
Semoran Boulevard (HOV)	Hoffner Avenue/Lee Vista Boulevard	Beachline Expressway	E
Shadowridge Drive	Hoffner Avenue	Lee Vista Boulevard Extension	E
Shadowridge Drive	Lee Vista Boulevard Extension	Hazeltine National Drive	E
Shadowridge Drive	Hazeltine National Drive	Forbes Place	E
Taft Vineland Road	Orange Avenue (CR 527)	Sidney Hayes Road	E
Texas Avenue	Americana Boulevard	Holden Avenue	E
Texas Avenue	Holden Avenue	Rio Grande Avenue	E
T.G. Lee Boulevard	Semoran Boulevard	Augusta National Drive	E
T.G. Lee Boulevard	Augusta National Drive	Patch Boulevard	E
T.G. Lee Boulevard	Patch Boulevard	Goldenrod Road Extension	E
TPC Drive	Lee Vista Boulevard	Hazeltine National Drive	E
TPC Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	E
Tradeport Drive	McCoy Road	Beachline Expressway	F (1,097.6 vplph)
Tradeport Drive	Beachline Expressway	Jetport Drive	F (1,097.6 vplph)
Tradeport Drive	Jetport Drive	Boggy Creek Road	E
Tradeport Drive	Boggy Creek Road	Orange Avenue (CR 527)	E
Tradeport Drive	Orange Avenue (CR 527)	Taft Vineland Road	E
Turkey Lake Road	Conroy Road	Orlando-Vineland Road	F (800.4 vplph)
Turkey Lake Road	Orlando-Vineland Road	Hollywood Way	E
Turkey Lake Road	Hollywood Way	Sand Lake Road	E
Universal Boulevard	Orlando-Vineland Road	Major Boulevard	F (946.2 vplph)
Universal Boulevard	Major Boulevard	Hollywood Way	F (946.2 vplph)
Universal Boulevard	Hollywood Way	Interstate 4	F (1,183.4 vplph)
Universal Boulevard	Interstate 4	International Drive	F (1,183.4 vplph)
Universal Boulevard	International Drive	Sand Lake Road	E
Universal Boulevard	Sand Lake Road	International Drive (South)	E
Wetherbee Road Extension	Wetherbee Road	South Access Road	E

Amended January 22, 2007, Effective Date February 21, 2007, Doc. No. 0701221001

APPENDIX F: DETAILED PEER AGENCY EVALUATION SUMMARY

TO: Project Team and to File

DATE: 06/20/2007

FROM: Scott Pringle

SUBJECT: Survey Responses:
Multimodal Systems–Three Cities

PROJECT NO:

CC: Project Team

The following memo summarizes and scores the peer agency surveys completed in June 2007 for Task 2.02 of the Multimodal Systems–Three Cities scope of services for the Hillsborough Metropolitan Planning Organization (MPO). Through the use of several categories, **Table 1** scores each peer agency in comparison to one another based on information collected, and responses from individual agency surveys. A numerical scoring system was used, whereas 1 is the lowest score and 10 is the highest. Following **Table 1** is a brief description of the scoring process taken for each agency.

TABLE 1: PEER AGENCY SCORING MATRIX

Performance Criteria	Peer Jurisdictions				
	City of Gainesville	Broward County	City of Orlando	Miami-Dade County	City of Lakeland
Ease of Implementation	4	5	8	6	8
Clear Guidance to Developers	9	8	5	7	6
Concise Multi-modal Standards	10	7	6	6	5
Effectiveness of Implementing Pedestrian Improvements	9	4	5	5	6
Effectiveness of Implementing Bicycle Improvements	8	4	8	5	6
Effectiveness of Implementing Transit Improvements	7	10	6	8	7
Ability to Stimulate Redevelopment and Infill	9	8	8	8	8
Coordination Between Agencies	8	8	3	3	3
FDOT and DCA Acceptance	6	6	5	5	5
Clear Mechanisms for Collecting and Distributing Contributions	8	7	4	4	6
Grand Total	78	67	58	57	60

Scoring Summary

A. Ease of Implementation

This category refers to the ease of developing and implementing multi-modal concurrency policies and the amount of agency staff needed to develop them.

City of Gainesville: Score 4

Considerable time was required to develop multi-modal standards and additional staff resources are required to evaluate each proposed development.

Broward County: Score 5

Considerable time was required to develop and maintain trip rates, cost per trip, and transit credits. However, the development of the pay-n-go system has placed the burden of responsibility on the developer and transit agency.

City of Orlando: Score 8

The time required to develop multi-modal comprehensive plan objectives and policies was not substantial and the staff required to review and maintain these policies is minimal.

Miami-Dade County: Score 6

The time required to develop multi-modal concurrency policies was substantial and the staff required to review and maintain these policies is significant.

City of Lakeland: Score 8

The time required to develop multi-modal comprehensive plan objectives and policies was not substantial and the staff required to review and maintain these policies is minimal.

B. Clear Guidance to Developers

This category concerns each multi-modal policy's ability to provide clear, easily understandable, and concise concurrency contribution guidance for developers applying for building certificates.

City of Gainesville: Score 9

The City provides clear and concise guidance that identifies the required number of standards that must be met by each developer based on the location and trips expected to be generated by the proposed project. These standards are clearly identified and easily understandable. Developers are then expected to implement the improvements needed to qualify for each standard.

Broward County: Score 8

The County provides clear and concise guidance that identifies level of service (LOS) standards for transit service within the transportation concurrency exception areas (TCEA) and calculates the cost per trip expected to be generated by the proposed development. Automobile trip calculations may be complicated, but are well documented and easily understood. Bicycle and pedestrian standards are less defined.

City of Orlando: Score 5

The City does not provide clear, concise guidance to developers. Multi-modal policies are designed as recommendations to guide developer contribution and the burden of the requirements are identified in the Land Development Code (LDC). Monetary contribution is negotiated on a case-by-case basis.

Miami-Dade County: Score 7

The County identifies, in their concurrency management program, calculations for developer contributions and five concurrency exception standards. The standards, as well as the location of each TCEA district, are difficult to identify. There are no bicycle or pedestrian standards.

City of Lakeland: Score 6

The City provides multi-modal standards to guide developers. These standards include transit improvements, bicycle amenities, and pedestrian walkways. Monetary contribution is negotiated on a case-by-case basis, and there are no accepted calculations used to determine contributions.

C. Concise Multi-modal Standards

This category covers each multi-modal policy's ability to provide clear and concise multi-modal standards.

City of Gainesville: Score 10

The City provides clear and concise standards for transit, bicycle, and pedestrian improvements that are clearly identified and easily understandable.

Broward County: Score 7

The County provides clear and concise standards for transit that are clearly identified and easily understandable. There are no bicycle or pedestrian standards.

City of Orlando: Score 6

The City provides clear and concise standards that guide multi-modal policies. There are no standard calculations to determine the impact of a proposed project on the surrounding area. The burden of the requirements is identified in LDC. The City does provide clear standards for inter-municipal agreements.

Miami-Dade County: Score 6

The County identifies in their concurrency management program calculations for developer contribution exception standards. These standards are not clear and are difficult to follow. There are no bicycle or pedestrian standards.

City of Lakeland: Score 5

The City provides multi-modal standards and recommendations that are not clear and provide little detail. These standards include transit improvements, bicycle amenities, and pedestrian walkways.

D. Effectiveness of Implementing Pedestrian Improvements

This category refers to the peer agency's transportation concurrency exception policy's ability to implement pedestrian improvements.

City of Gainesville: Score 9

The City provides at least five standards specifically designed to implement pedestrian improvements. As a result, a significant number of sidewalk and streetscaping improvements have, and are currently being implemented.

Broward County: Score 4

The County's Transit Oriented Concurrency (TOC) does not provide standards for pedestrian improvements other than sidewalk improvements that have direct connectivity to a transit stop.

City of Orlando: Score 5

The City provides recommendations to implementation of various pedestrian improvements in their transportation concurrency. There are no specific pedestrian standards identified.

Miami-Dade County: Score 5

The County identifies recommendations for implementation of various pedestrian improvements in their Comprehensive Plan. There are no specific pedestrian standards identified.

City of Lakeland: Score 6

The City provides generalized pedestrian standards and recommendations for each Concurrency District. These standards were recently developed and have not yet resulted in the implementation of any pedestrian improvements.

E. Effectiveness of Implementing Bicycle Improvements

This category concerns the peer agency's transportation concurrency exception policy's ability to implement bicycle improvements.

City of Gainesville: Score 8

The City provides three standards specifically designed to implement bicycle improvements. As a result, several bicycle improvements have, and are currently being implemented.

Broward County: Score 4

The County's TOC does not provide standards for bicycle improvements other than improvements that have direct connectivity to a transit stop.

City of Orlando: Score 8

The City provides recommendations for implementation of various bicycle improvements in their Comprehensive Plan. There are several bicycle standards identified and as result, the City has added 148 miles of bicycle lanes, exceeding their 2010 goals.

Miami-Dade County: Score 5

The County identifies recommendations for implementation of various bicycle improvements in the transportation concurrency plan. There are no specific bicycle standards identified.

City of Lakeland: Score 6

The City provides generalized bicycle standards and recommendations for each Concurrency District. These standards were recently developed and have not yet resulted in the implementation of any bicycle improvements.

F. Effectiveness of Implementing Transit Improvements

This category covers the peer agency's transportation concurrency exception policy's ability to implement transit improvements.

City of Gainesville: Score 7

The City provides at least five standards specifically designed to implement transit improvements. However, there are no headways or LOS standards established. Several transit improvements have, and are currently being implemented.

Broward County: Score 10

The County's TOC policy provides detailed LOS standards, trip calculations, and cost per trip calculations to guide the development of transit improvements. As a result, several improvements, as well as increased transit service, have, and are currently being implemented.

City of Orlando: Score 6

The City provides recommendations to implementation of various transit improvements in their transportation concurrency plan. As a result, the City has added various transit improvements.

Miami-Dade County: Score 8

The County identifies recommendations to implementation of various transit improvements and provides detailed LOS standards and capacity standards in the Comprehensive Plan.

City of Lakeland: Score 7

The City provides transit standards that identify minimum headways for each Concurrency District. These standards were recently developed and have not yet resulted in the implementation of any bicycle improvements.

G. Ability to Stimulate Redevelopment and Infill

This category refers to the peer agency's transportation concurrency exception policy's ability to stimulate redevelopment and urban infill.

City of Gainesville: Score 9

The City provides clear and concise concurrency standards that promote development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. The increase in urban development has stimulated growth, all with the increase in multi-modal facilities and options, which together are producing an attractive urban community. As, a result a great deal of new development has occurred within the urban centers of the City.

Broward County: Score 8

The County provides concise transit concurrency standards that promote development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. As, a result development has occurred within the urban centers of the County.

City of Orlando: Score 8

The City provides concurrency exception standards that promote development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. As, a result a great deal of new development has occurred within the urban centers of the City.

Miami-Dade County: Score 8

The County provides concurrency exception standards that promote development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations.

City of Lakeland: Score 8

The City provides concurrency exception standards that promote development, redevelopment, and urban infill in an area that developers would previously not have been able to develop due to concurrency regulations. As a result, existing employers interested in expanding current operations were able to stay within more urbanized areas by providing contributions toward multi-modal improvements. Without this option, employers would need to relocate outside of the downtown urban areas as a result of roadway concurrency constraints.

H. Coordination between Agencies

This category concerns the peer agency's policies that guide coordination between various agencies impacted by transportation concurrency exception policies.

City of Gainesville: Score 8

The City provides clear and concise protocol for multi-agency review or proposed developments.

Broward County: Score 8

The County's TOC districts work closely with the transit agencies to review proposed development plans and implementation strategies.

City of Orlando: Score 3

The City does not clearly identify how coordination occurs between the City, County, transit agency, and other responsible implementing agencies.

Miami-Dade County: Score 3

The County does not clearly identify how coordination occurs between the City, County, transit agency, and other responsible implementing agencies.

City of Lakeland: Score 3

The City does not clearly identify how coordination occurs between the City, County, transit agency, and other responsible implementing agencies.

I. FDOT and DCA Acceptance

This category covers the peer agency's past, current, and anticipated coordination and approval by both the Florida Department of Transportation (FDOT) and Department of Community Affairs (DCA).

City of Gainesville: Score 6

The City has had FDOT and DCA review and approval of their concurrency exception policies as part of their Comprehensive Plan update. Currently, the City is researching the potential of multi-modal transportation districts and would seek FDOT approval.

Broward County: Score 6

The County has had FDOT and DCA review and approval of their concurrency exception policies as part of their Comprehensive Plan update. Both agencies have coordinated closely with the County to identify and develop these concurrency exception policies.

City of Orlando: Score 5

The City has had FDOT and DCA review and approval of their concurrency exception policies as part of their Comprehensive Plan update. No other coordination has been indicated.

Miami-Dade County: Score 5

The County has had FDOT and DCA review and approval of their concurrency exception policies as part of their comprehensive plan update. No other coordination has been indicated.

City of Lakeland: Score 5

The City has had FDOT and DCA review and approval of their concurrency exception policies as part of their comprehensive plan update. No other coordination has been indicated.

J. Clear Mechanisms for Collecting and Distributing Contributions

This category refers to the peer agency's policies that guide coordination between various agencies that collect and distribute developer contribution for use in implementing improvements.

City of Gainesville: Score 8

The City has developed a system in which funds are allocated to a TCEA revenue account per individual development. The revenue accounts are separated for ease in tracking by City accountants. To implement the given improvement, money is then transferred to the public works budget via an expenditure account, which is then used for implementation.

Broward County: Score 7

The County uses Transportation Concurrency Satisfaction Certificates (developer agreements) and deposited funds into one trust fund for each TOC District. These funds are then allocated to proposed improvements for implementation directly from the TOC District's trust fund. When improvements cross TOC District boundaries, the funding for implementation is pooled from the affected TOC Districts.

City of Orlando: Score 4

The City does not clearly identify how developer contributions are collected and distributed.

Miami-Dade County: Score 4

The City does not clearly identify how developer contributions are collected and distributed.

City of Lakeland: Score 6

The City collects developer contributions by Community Redevelopment Areas within the City (developer agreement) if the proposed improvement is not constructed directly by the developer. These funds are allocated to a general revenue account which is transferred to the Public Works department. To implement the given improvement, the item is identified and prioritized within the Capital Improvements Element updates.

APPENDIX G: CITY OF GAINESVILLE'S TCEA MULTIMODAL STANDARDS APPROACH

Concurrency Management Element Goals, Objectives and Policies

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

Policy 1.1.1

All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI), 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.

Policy 1.1.2

Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.

Policy 1.1.3

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

Policy 1.1.4

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

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

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

Policy 1.1.5

Within Zone B or C, new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6 or 1.1.7 (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 (whichever is relevant to the Zone).

Policy 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 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 b. Provide funding for a new transit route.

- 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.
- 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.
- g. Construction of public sidewalks where they are not currently existing. Sidewalk construction required to meet the 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.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading

- for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
 - q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
 - r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connecting with transit lines; 3) land acquisition for expansion or better connectivity of the greenway system; 4) additional entry points to the greenway system; 5) bridges spanning creeks or wetland areas; and/or, 6) appropriate trail surfacing.
 - s. 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.
 - 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, where acceptable to the City and/or MTPD, as relevant.
 - w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policy 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. 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 3 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 12 standards
Greater than 5,000 trips	At least 18 standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. 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.
- 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.

Policy 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:

- 1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
- 2. A roundabout at SW 23rd Terrace and SW 35th Place.

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

- 1. 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.

Policy 1.1.9

Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, 1.1.6, or 1.1.7

Policy 1.1.10

Within Zone B or C, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

Policy 1.1.11

An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380 F.S. DRI

requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.

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

Policy 1.1.12

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

Policy 1.1.13

In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 1.1.14

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

Policy 1.1.15

The next evaluation of the TCEA shall be in conjunction with the City’s Evaluation and Appraisal Report as required for the City of Gainesville 2010-2020 Comprehensive Plan.

Policy 1.1.16

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

Policy 1.1.17

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

Policy 1.1.18

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

Objective 1.2

The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Policy 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 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.

Policy 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.

Policy 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.

Policy 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.

Policy 1.2.5

In order to encourage the redevelopment of chronically vacant buildings located within 1/4 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.

Policy 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 redevelopment 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% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 30%.

Objective 1.3

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

Policy 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.

Policy 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.

Policy 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.

Policy 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

development/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.

Policy 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.

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

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

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

Policy 1.4.5

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

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400-foot distance requirement shall not apply if any of the following criteria are met:
 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
 2. Cross access is provided with an adjoining property.
 3. A public or private road intervenes between the two sites.
 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within ¼ mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 1.4.10

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

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

Objective 1.5

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

Policy 1.5.1

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

Policy 1.5.2

The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.

Policy 1.5.3

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

Policy 1.5.4

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

Policy 1.5.5

New development within Zone B or Zone C 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 Zone C, 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 Zone B and Zone C 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.

Policy 1.6.1

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

Policy 1.6.2

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

Objective 1.7

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

Policy 1.7.1

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

Policy 1.7.2

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

Objective 1.8

The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.

Policy 1.8.1

For developments generating more than 100 net, new trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TCEA that generate more than 1,000 net, new trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any standards proposed/required to be met under Policy 1.1.6 or 1.1.7. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing.

Policy 1.8.2

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

Policy 1.8.3

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

Objective 1.9

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

Policy 1.9.1

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

Policy 1.9.2

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

Objective 1.10

The City shall continue to enforce transportation concurrency requirements for all developments outside the adopted TCEA.

Policy 1.10.1

Outside the TCEA, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:

- a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued.
- b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five-Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:
 1. The estimated date of commencement of actual construction and the estimated date of project completion.
 2. A provision that a plan amendment is required to eliminate, defer, or 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.

Policy 1.10.2

Outside the TCEA, 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.

Policy 1.10.3

Outside the TCEA, 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:

- a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.
- b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 110 percent of the maximum volume at the adopted level of service of the roadway segment.
- c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.
- d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, 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.

TRANSPORTATION CONCURRENCY EXCEPTION AREA
Gainesville, Florida

Legend

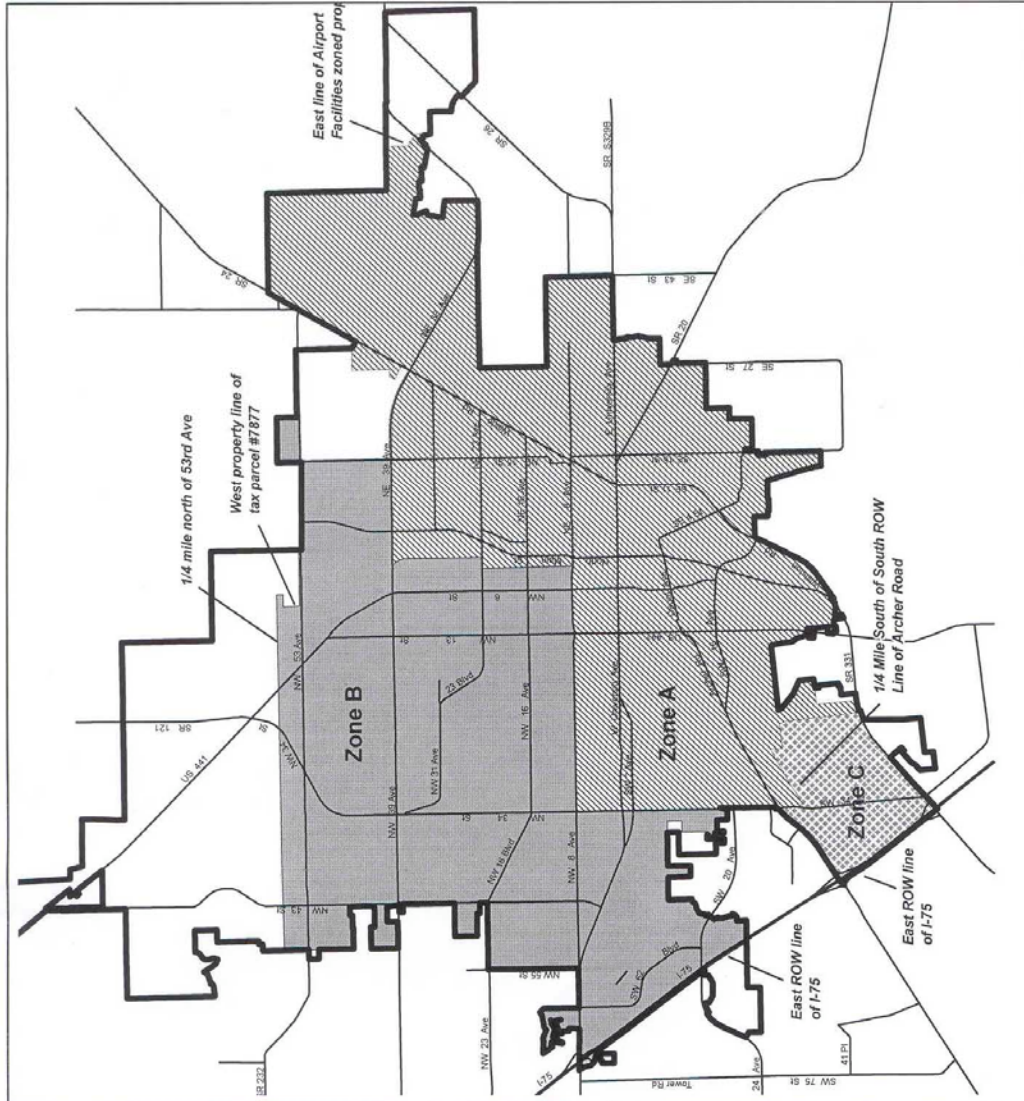
Transportation Concurrence Exception Area Sub-Zones

- Zone A
- Zone B
- Zone C

Gainesville City Limits

City of Gainesville
Gainesville, Florida
Prepared by the
Dept of Community Development
November 2005

0.7 0.35 0 0.7 Miles



Revised 11/22/04, Ord 030756
Revised 11/15/05, Ord 031252

**NW 13TH STREET
SPECIAL CONCURRENCY
REDEVELOPMENT
CREDIT AREA**

Gainesville, Florida

Legend


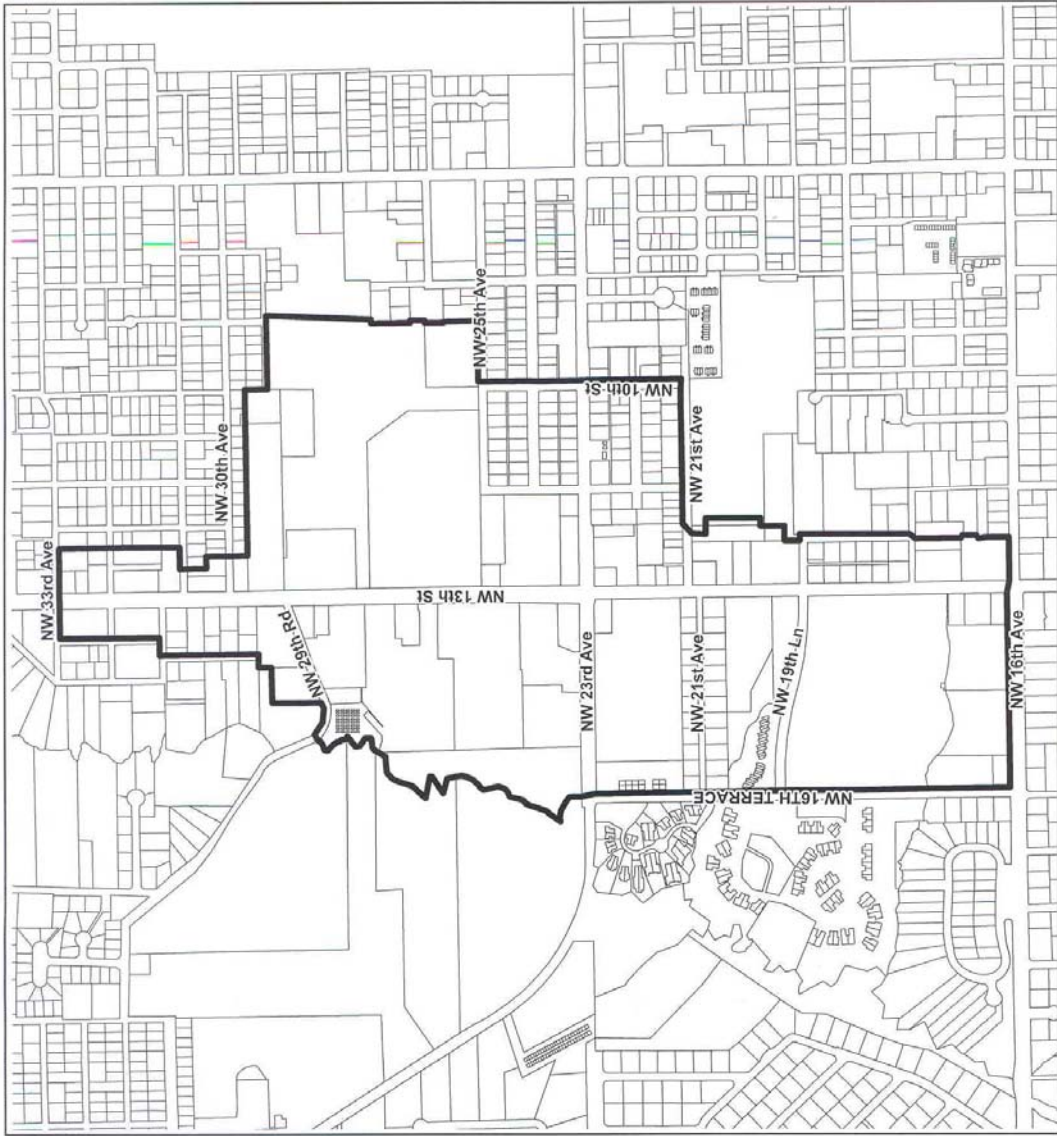
NW 13th Street Special
Concurrency/Redevelopment
Credit Area

Boundary

**City of Gainesville
Gainesville, Florida**

Prepared by the
Dept of Community Development
November 2005

0.08 0.045 0 0.09 Miles

Adopted 11/15/05, Ord 031252

APPENDIX H: BROWARD COUNTY TRANSIT ORIENTED CONCURRENCY MANAGEMENT SYSTEM APPROACH

Transit Oriented Concurrency System

The Transit Oriented Concurrency Management System divides the County into ten (10) Concurrency Districts ([Concurrency District Map](#)). Two (2) of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system. The remaining eight (8) districts are Transit Oriented Concurrency (TOC) Districts. The District boundaries, as well as the transit improvements within the districts, are the result of extensive consultations with the municipalities. Transit Oriented Concurrency assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The Transit Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of all the TDP enhancements in that District. The revenues from Transit Concurrency Assessments must be used to fund transit enhancements in the District.

The attached table ([Examples of Transit Concurrency Fees by Land Use and District](#)) shows examples of transit concurrency assessments for various land uses in the eight (8) Transit Concurrency Districts. In order to calculate a transit concurrency fee, a proposed use must be multiplied by the peak hour trips generation rate ([TRIP Rates by Land Use](#)). Once the number of trips have been calculated, the number (rounded to the nearest hundredth) is multiplied by the appropriate Trip Length Factor by Land Use and multiplied by the appropriate Cost per Trip by District. ([Trip Length Factors and Cost per Trip By District Table and 10% Credit Criteria](#)). Refer to the [Concurrency District Map](#) to determine which district the proposed site is located within.

It is important to note, however, that there are opportunities for substantial credit against these fees for projects which are designed to encourage transit usage. The criteria for credit are addressed in the Administrative Code. The various levels of credit criteria ([Transit Concurrency Credits](#)) can translate into 10% to 50% discounts from concurrency assessments depending upon specific site characteristics. Please contact the Development Management Division staff for information regarding the process for obtaining approval of transit concurrency fee credits. In addition, the program provides waivers for “low” and “very low” affordable housing and for governmental uses which promote the health and safety needs of the general public.

Within the new Transit Oriented Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County’s concurrency program to cover all new development and redevelopment, not just development subject to platting. Since the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transit concurrency fees.

Prior to application for a building permit with any local government within Broward County, an applicant must obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government can accept a building permit application, or issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate is presented. Enforcement of the proposed concurrency system is connected to the County’s environmental review approval of construction plans.

Transit Concurrency Credits

LEVEL ONE

CRITERIA

A	Auto-oriented uses excluded ¹
B	Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station ²

LEVEL TWO

A	Auto-oriented uses excluded ¹
B	Resid. density > 7 units/acre Non-res. FAR > 0.25 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	No more parking spaces than minimum required by local regulations. ⁴
E	Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. ⁵
F	Record document against property as notice of obligations.

LEVEL THREE

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Resid. density > 10 units/acre Non-res. FAR > 0.5 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	No more parking spaces than minimum required by local regulations. ⁴
F	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 ⁵
G	All surface parking lots are in rear or on side of building ⁷
H	Buildings are oriented to street if collector or arterial. ⁸
I	Pedestrian path to reach transit meets minimum criteria ⁹
J	Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service ¹⁰
K	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

LEVEL FOUR

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Mixed-use development with overall FAR > 1.0. ¹¹
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit ¹²
F	No more parking spaces than minimum required by local regulations. ⁴
G	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered ⁵
H	All surface parking lots are in rear or on side of building ⁷
I	Buildings are oriented to street if collector or arterial. ⁸
J	Pedestrian path to reach transit meets advanced criteria ¹³
K	Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. ¹³
L	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

¹Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

²Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

³Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

⁴If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

⁵Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

⁶Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

⁷No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

⁸If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may choose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may choose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

⁹Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

¹⁰Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

¹¹The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.

¹²An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

¹³Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

Section 4.

DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION

For development located:	WITHIN DESIGNATED LAND USE PLAN CATEGORIES*	WITHIN ALL OTHER LAND USE PLAN CATEGORIES
Meeting all criteria for:		
Level 1	10%	10%
Level 2	25%	20%
Level 3	40%	30%
Level 4	50%	40%

*Designated categories are:

- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.

EXAMPLES OF CONCURRENCY FEES BY LAND USE AND DISTRICT

Column #	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
Land Use	# of Trips	Trip Length Factor	NORTH EAST DISTRICT	NORTH CENTRAL DISTRICT	SOUTH CENTRAL DISTRICT	CENTRAL DISTRICT	EASTERN CORE DISTRICT	SOUTH EAST DISTRICT	SAW GRASS DISTRICT	PORT AIRPORT DISTRICT
Cost per trip --->			\$975	\$986	\$1,334	\$1,430	\$1,641	\$1,535	\$1,579	\$1,219
50 Single Family Units	50.5	0.88	\$43,329 (See example below)	\$43,818	\$59,283	\$63,549	\$72,926	\$68,215	\$70,171	\$54,172
50 Garden Apts.	30.5	0.88	\$26,169	\$26,464	\$35,805	\$38,381	\$44,044	\$41,199	\$42,380	\$32,718
50,000 sq ft industrial	38.5	1.00	\$37,538	\$37,961	\$51,359	\$55,055	\$63,179	\$59,098	\$60,792	\$46,932
50,000 sq ft Office	111.52	0.77	\$83,723	\$84,668	\$114,551	\$122,794	\$140,913	\$131,810	\$135,589	\$104,676
50,000 sq ft Retail	397.4	0.65	\$251,852	\$254,694	\$344,586	\$369,383	\$423,887	\$396,506	\$407,871	\$314,880

Please note: Staff will be recommending substantial credits be made available for projects designed to encourage transit usage.

Notes: (1) All trips are p.m. peak hour trips.

(2) Trip generation rates used are those adopted by Broward County Commission for TRIPS model ([see web link](#)).

Example: Calculate the transit concurrency fee for a 50 Single Family unit project located in the North East District.

50 Single Family units multiplied by trip generation rate for single family (1.01 T/PH) = **50.5 Trips/Peak Hour** (column #1)

50.5 Trips/Peak Hour multiplied by **.88** (trip length factor - column #2) = 44.44 Trips/Peak Hour

44.44 Trips/Peak Hour multiplied by the cost per trip per District (North East District - column #3) **\$975 = \$43,329**