

Exhibit B-1 Comprehensive Plan GOPs**Future Land Use Element**

- Policy 1.1.2** To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- Policy 1.1.3** Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- Policy 1.1.4** The City and its neighborhoods, to the extent possible, shall have a center focus that combines commercial, civic, cultural, and recreational uses.
- Policy 1.2.2** The City should use design standards in the Land Development Code to ensure that higher densities are livable.
- Policy 1.2.3** The City should encourage mixed-use development, where appropriate.
- Policy 1.2.4** The City should reduce or eliminate minimum parking requirements, where appropriate.
- Objective 1.3 Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.**
- Policy 1.3.4** Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed-use districts to lower densities at the edges.
- Objective 1.4 Adopt land development regulations that promote mixed-use development.**
- Policy 1.4.4** In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.
- Objective 1.5 Discourage the proliferation of urban sprawl.**
- Policy 1.5.7** The Future Land Use Map should designate appropriate areas for multi-family residential development in close proximity to neighborhood centers and important transit routes. When appropriate and in a way not detrimental to single-family neighborhoods, the City should encourage the establishment of residential, retail, office, and civic uses within 1/4 mile of the center of neighborhood centers as an effective way to reduce car trips and promote transit, walking, and bicycling.
- Objective 2.1 Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.**

Policy 2.1.2 The City's Future Land Use Map should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the Innovation Square area (rather than at the urban fringe), but outside of single-family neighborhoods.

Policy 2.2.2 The City shall review the Comprehensive Plan and the Land Development Code on a bi-annual basis with respect to the appropriate development of the Gainesville Innovation Zone. Should such review conclude that any amendments to the Comprehensive Plan or Land Development Code pertaining to the Gainesville Innovation Zone are needed, the City shall draft such amendments and present them to the City Plan Board.

Policy 2.2.5 The City shall work to ensure that negative impacts resulting from Innovation Economy development within the Gainesville Innovation Zone are minimized, particularly with respect to adjacent residential areas.

Objective 3.2 The City shall protect historic architectural and archaeological resources.

Policy 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlays shall be consistent with the goals, objectives, and policies of the Historic Preservation Element. The Historic Preservation/Conservation Overlays are mapped in the Future Land Use Map Series and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.

Policy 3.2.2 The City shall identify, designate, and protect historical resources through land development regulations consistent with the Historic Preservation Element.

GOAL 4 THE FUTURE LAND USE ELEMENT SHALL FOSTER THE UNIQUE CHARACTER OF THE CITY BY DIRECTING GROWTH AND REDEVELOPMENT IN A MANNER THAT: USES NEIGHBORHOOD CENTERS TO PROVIDE GOODS AND SERVICES TO CITY RESIDENTS; PROTECTS NEIGHBORHOODS; DISTRIBUTES GROWTH AND ECONOMIC ACTIVITY THROUGHOUT THE CITY IN KEEPING WITH THE DIRECTION OF THIS ELEMENT; PRESERVES QUALITY OPEN SPACE; AND PRESERVES THE TREE CANOPY OF THE CITY. THE FUTURE LAND USE ELEMENT SHALL PROMOTE STATEWIDE GOALS FOR COMPACT DEVELOPMENT AN EFFICIENT USE OF INFRASTRUCTURE.

Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed-use, office, industrial, education, agricultural, recreation, conservation, public facility, and institutional uses at appropriate locations to meet the needs of the projected population and that

allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.

Policy 4.1.4 The City will consider amending land use designations in the City to discourage strip commercial uses and encourage a mix of residential and nonresidential uses.

Objective 4.2 **The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.**

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Transportation Mobility Element

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

Policy 2.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.

Objective 2.2 **Ensure that Future Land Use Map designations promote transportation objectives by designating transit-supportive densities in appropriate locations to support transportation choice.**

Policy 2.2.1 The City's Future Land Use Map shall remain consistent with transportation choice strategies.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.

Policy 3.1.7 The City shall promote walking, transit use, and bicycling in new development and redevelopment by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic, and improved access to transit stops.

Policy 3.2.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near existing transit hubs or transit-supportive areas.

Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.

Objective 7.2 Use the Transportation Mobility Program policies to improve the land use and transportation planning connection and reduce traffic congestion.

GOAL 10 IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

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