

LEGISLATIVE #

120309B




Appendix A

Comprehensive Plan Goals, Objectives and Policies

ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

Wellfield Protection Zones

Legend

-  Murphree Treatment Plant
-  Wellfield Protection Zones
-  Zone Boundaries (Primary, Secondary, Tertiary)

Notes: Gainesville Regional Utilities is expanding the Murphree wellfield to meet anticipated demand in the 1990's.

Community Water System is defined as a public water system that has at least 15 service connections used by year-round residents or regularly services at least 25 year-round residents. (Title 17-SS0.000(7), FAC).

The Protection zones are not an exact reflection of the wellfields cone of depression.

These capture zones were delineated by using the EPA's PAC model of EPA's Wellfield Protection Area Model prepared by SURFHID.

Source: Alachua County Department of Environmental Protection May 2000

City of Gainesville
Gainesville, Florida
 Prepared by the
 Department of Community Development
 November 2000



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 PLANNING DIVISION

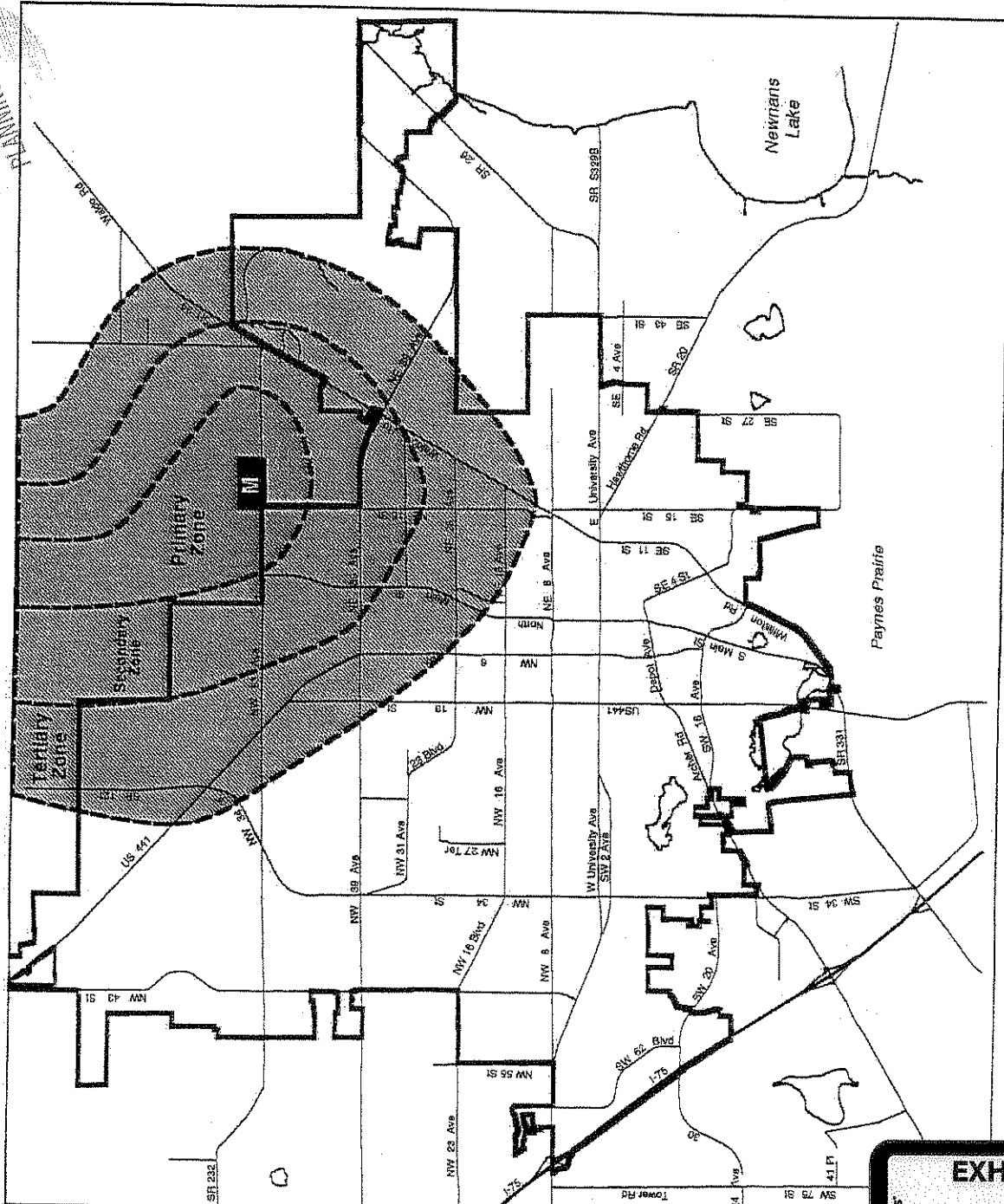


EXHIBIT
 A-1

Goals, Objectives & Policies

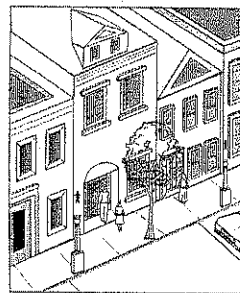
Future Land Use Element



IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE, DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.

Adopt city design principles which adhere to timeless (proven successful), traditional principles.

- 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- 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.
- 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.
- 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.
- 1.1.5 The city, to the extent possible, should contain an ample supply of squares, greens and parks whose frequent use is encouraged through placement, definition and design.



GOAL 1

Objective 1.1

Policies

Objective 1.4**Adopt land development regulations that promote mixed-use development within the city.**

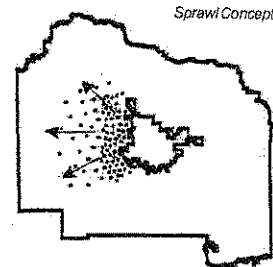
Policies

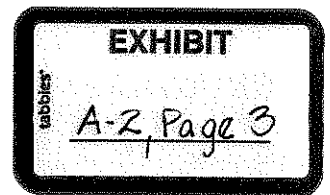
- 1.4.1 Office complexes at least 10 acres in size shall, when feasible, include retail, service and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.
- 1.4.2 The City should require strategies such as traffic calming and transportation demand management to reduce traffic impacts experienced by residences in mixed-use areas.
- 1.4.3 Mixed-use development should emphasize transit design and compatible scale – compatible scale especially when facing each other on a street.
- 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.
- 1.4.5 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate, select a location and/or design the facility in such a way that collocation of the facility with a public school is either achieved with an existing school, or can be retrofitted for such a collocation.

Objective 1.5**Discourage sprawling, low-density dispersal of the urban population.**

Policies

- 1.5.1 The City shall continue robust code enforcement and law enforcement to discourage flight from the city due to excessive noise, excessive lighting, blight, illegal parking of cars, ill-kept properties, and illegal signage.
- 1.5.2 The City should work with the School Board of Alachua County to enhance schools within city limits, particularly to make the schools more accessible to students without a car.
- 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.
- 1.5.4 When citywide public improvements are planned, the City should prioritize core areas for the first enhancements, as appropriate—be they sidewalks, street re-paving, undergrounding utilities, street lights, and public parks.





- 1.5.5 The City should encourage Alachua County to give consideration to establishing an urban growth boundary.
- 1.5.6 The City certifies that the entire area within current city limits meets the Chapter 163.3164(29), Florida Statutes' definition of an existing urban service area as supported by the Data and Analysis Report. The City hereby establishes city limits as an existing urban service area for the purposes of the Transportation Concurrency Exception Area (TCEA).
- 1.5.7 The City also establishes, as supported by the Data and Analysis Report, within the existing urban service area, as of the effective date of this amendment, a designated urban redevelopment area pursuant to Chapter 163.3164(26), Florida Statutes. The Designated Urban Redevelopment Area shall be part of and shown in the adopted Future Land Use Map Series.
- 1.5.8 TCEA boundary changes require amendment of the City of Gainesville Comprehensive Plan (Future Land Use, Concurrency Management and Transportation Mobility Elements' maps) in accordance with Chapter 163.3184, Florida Statutes.
- 1.5.9 The 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.

REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE, TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.

GOAL 2

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.

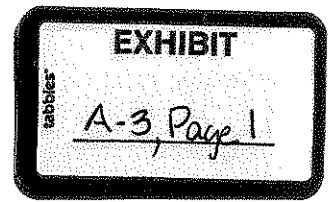
Objective 2.1

- 2.1.1 The City shall continue to develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.
- a. The City should consider the unique function and image of the area through design standards and design review procedures as appropriate for each redevelopment area;

Policies



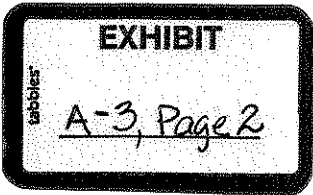
- b. The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;
 - c. The City should identify potential infill and redevelopment sites; provide an inventory of these sites; identify characteristics of each parcel including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;
 - d. The City should encourage retail and office development to be placed close to the streetside sidewalk.
- 2.1.2 The City's Future Land Use Plan 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 medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.
- 2.1.3 The City should continue to concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.
- 2.1.4 The City shall designate an Urban Infill and Redevelopment Area for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives in the urban core. The designated Urban Infill and Redevelopment Area shall be part of and shown in the adopted, Future Land Use Map Series.
- 2.1.5 The City shall strive to implement certain land use-related elements of Plan East Gainesville, including but not limited to:
- a. Establishing a three-tiered land use transect for east Gainesville to transition land development regulations from urban to suburban to rural;
 - b. Coordinating with Alachua County in its development of a strategy for the Alachua County fairgrounds for creation of a mixed-use employment center; and
 - c. Coordinating with Alachua County and the Tourist Development Council to evaluate the site east of Fred Cone Park as a potential cultural or recreational center to be compatible with the existing uses at Cone Park.



Policies

- 1.1.5 Within Zones B, C, D, E or M new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards and requirements, as specified in Policy 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, and 1.1.14 (as relevant to the Zone), to address transportation needs within the TCEA. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer and any such items provided shall not count towards meeting required standards in Policy 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, and 1.1.14 (whichever is relevant to the Zone).
- 1.1.6 Within Zone B, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. 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.

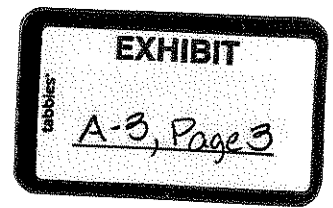
Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Less than 50	At least one standard
50 to less than 100	At least two standards
100 to 400	At least three standards
400 to 999	At least five standards
Greater than 1,000 trips but less than 5,000 trips	At least eight standards
Greater than 5,000 trips	At least twelve standards and meet a. or b. below: a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS b. Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or



Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Continued	provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.

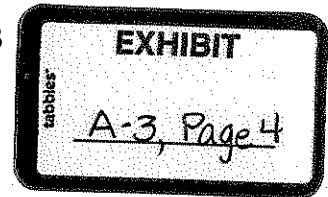
Zone B Standards

- a. Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection 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. Funding for the construction of a new or expanded bus maintenance/operations facility.
- c. Construction of bus shelters built to City specifications or bus shelter lighting using solar technology designed and constructed to City specifications.
- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including express transit service or bus rapid transit, where appropriate.
- g. Construction of public sidewalks where they are not currently existing. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.



Zone B 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, built to RTS needs and specifications.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of 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.



Zone B Standards

- 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 (including, but not limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes), where acceptable to the City and/or MTPO, as relevant.
- w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policies

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 transportation mobility needs. The developer may sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone C or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Less than 50	At least one standard
50 to less than 100	At least three standards
100 to 400	At least 4.5 standards
400 to 999	At least 7.5 standards