

**FUTURE LAND USE ELEMENT  
GOALS, OBJECTIVES & POLICIES**

**GOAL 1**            **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.**

**Objective 1.1**    **Adopt city urban design principles that adhere to timeless (proven successful), traditional principles.**

**GOAL 2**            **REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE, TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.**

**Objective 2.3**    **The City shall collaborate with the Community Redevelopment Agency (CRA) to designate Community Redevelopment Areas that encourage reinvestment in the form of capital projects, infill redevelopment, and economic development programs designed to eradicate slum and blight and enhance urban form.**

**Policy 2.3.1**     **The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Downtown Community Redevelopment Area, as adopted on November 17, 2011.**

**Policy 2.3.2**     **The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Eastside Community Redevelopment Area, as adopted on July 15, 2010.**

**Policy 2.3.3**     **The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Fifth Avenue/Pleasant Street Community Redevelopment Area, as adopted on July 28, 2008.**

**Policy 2.3.4**     **The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the College Park/University Heights Community Redevelopment Area, as adopted on November 28, 2005.**

**GOAL 3**            **ACHIEVE THE HIGHEST LONG-TERM QUALITY OF LIFE FOR ALL GAINESVILLE RESIDENTS CONSISTENT WITH SOUND SOCIAL, ECONOMIC, AND ENVIRONMENTAL PRINCIPLES THROUGH LAND DEVELOPMENT PRACTICES THAT MINIMIZE DETRIMENTAL IMPACTS TO THE LAND, NATURAL RESOURCES, AND URBAN INFRASTRUCTURE.**

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

Policy 3.4.1       The City shall determine and monitor whether facilities and services that will serve proposed development meet adopted LOS standards. The Concurrency Management System shall be used to maintain adopted LOS standards. Transportation Mobility LOS is excluded from the Concurrency Management System.

**Objective 3.5**     **Ensure that the future plans of State government, the School Board of Alachua County, the University of Florida, and other applicable entities are consistent with this Comprehensive Plan to the extent permitted by law.**

Policy 3.5.5       The City shall coordinate with the implementation of the University of Florida Campus Master Plan, as appropriate, to support future university growth while mitigating any impacts on public facilities and services such as roads, utilities, parks and recreation.

Policy 3.5.6       The City and the University shall monitor development both on- and off-campus and assess impacts on university and City resources, facilities and services. When it has been determined that proposed development within the designated context area would have an adverse impact on university and/or City facilities and resources, the City will participate and cooperate with University officials in the identification of appropriate strategies to mitigate the impacts.

**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 4.1.1       Land Use Categories on the Future Land Use Map shall be defined as follows:

### **Commercial**

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses, ~~and, when designed sensitively, residential uses.~~ Land development regulations shall determine the appropriate scale of uses. This category is not appropriate for neighborhood centers. Intensity will be controlled by adopting height limits of 5 stories or less, requiring buildings to face the street, and modest build-to lines instead of a

maximum floor area ratio; however, height may be increased to a maximum of 8 stories by special use permit.

**Objective 4.3     The City shall establish protection and enhancement policies, as needed, for selected neighborhood (activity) and regional centers.**

Policy 4.3.5     Due to the unique infrastructure and environmental constraints of the Hatchet Creek Planned Use District (the “PUD”), as depicted on the map labeled Hatchet Creek PUD Area in the Future Land Use Map Series A, the PUD shall be governed by the following conditions:

- a.     The residential density and allowable residential uses within the Planned Use District is a maximum of 1,200 residential units and 300 Assisted Living Facility (ALF) beds.
- b.     The non-residential and non-ALF intensity and allowable non-residential and non-ALF uses within the PUD is a maximum of 200,000 square feet of non-residential uses. This 200,000 square feet may be used for any combination of the following: up to 100,000 square feet of retail space, up to 100,000 square feet of office space and any remaining square footage for the Business Industrial uses that are specified in the Planned Development (“PD”) zoning ordinance. In addition, the PUD may include accessory uses customarily and clearly incidental to a residential community, such as recreational facilities, and may include parks, open space, conservation, open space buffers and mitigation areas. Any accessory uses shall be for the exclusive use of the residents of the PUD and their guests and shall be specified in the PD zoning ordinance.
- c.     The actual amount and types of residential units, ALF beds, and non-residential development area will be specified in the PD zoning ordinance as limited by the city, county and state development restrictions and constraints, including but not limited to, wetlands and surface water regulations, regulated natural and archeological resources protection regulations, wellfield protection, floodplain requirements, concurrency and airport hazard zoning regulations.
- d.     The allowable uses within the PUD shall be restricted as described below and as more specifically provided in the PD zoning ordinance. For purposes of this PUD, the 60-75 DNL Noise Contour is the area depicted as the 60 DNL Noise Contour, the 65 DNL Noise Contour, the 70 DNL Noise Contour and the 75 DNL Noise Contour on Attachment 3 to the Appendix F – Airport Hazard Zoning Regulations, Chapter 30, Gainesville Code of Ordinances adopted on December 3, 2009 by Ordinance 090384. A copy of Attachment 3 is attached hereto as Exhibit “B,” which consists of the map entitled “Airport Noise Zone

Map – City of Gainesville” prepared by the City of Gainesville Planning Department GIS Section 08/09. The source of the map is the Pt. 150 Study 2012 Noise Exposure Map, as stated on the map.

1. Within the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations:
  - (a) No residential development, including ALF beds, is allowed.
  - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas; except that on lands with the underlying land use designation of Industrial, the non-residential development shall be limited to certain Business Industrial (BI) zoning uses that are specified in the PD zoning ordinance.
2. Outside of the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations, to the extent same are applicable:
  - (a) Residential development, including ALF beds, is allowed.
  - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas.
- e. All non-residential areas in the PUD shall be connected to the residential areas in the PUD by an interior roadway system and/ or a pedestrian/bicycle/golf cart system. All pedestrian sidewalk systems in the PUD shall comply with the Florida Accessibility Code for Building Construction requirements.
- f. A current and complete wetlands survey for the entire property shall be submitted to the City of Gainesville and to the St. Johns River Water Management District at the time of application for PD zoning. Formal approval of wetland delineations for the entire property by the

water management district is required prior to the public hearing on the PD zoning petition by the City Plan Board.

- g. All direct impacts to jurisdictional wetlands, wetland buffers, and regulated creeks shall be avoided to the extent practicable. All unavoidable, direct wetland and creek impacts shall be mitigated in accord with applicable City of Gainesville and water management district requirements. Any required on-site mitigation will be part of and will not supersede other wetland mitigation requirements of the Comprehensive Plan, Land Development Code, and the water management district. There shall be no net loss of wetland acreage and function within the PUD. In addition, if wetland impacts are proposed at the time of application for PD zoning or a subsequent application for development approval, the owner/developer shall submit a plan for improvement of surface water and wetland function within the Planned Use District and, subject to City review and approval, the plan of improvement shall be incorporated into the PD zoning ordinance or subsequent development approval.
- h. All pedestrian and/or bicycle pathways, trails, and sidewalks shall be located outside of wetland buffer areas and outside of creek buffer areas, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.
- i. Protection of the State-listed animal species Gopher tortoise (*Gopherus polyphemus*) ~~listed as a Species of Special Concern in Rule 68A-27.005, F.A.C.,~~ located in the remnant sandhills east of the Ironwood Golf Course, and documented in the applicant's Hatchet Creek Planned Use District Report dated March 2007, is required and shall be established in the PD zoning ordinance. Protection of the documented population may be accomplished by establishing a designated Conservation Management Area in accordance with the regulated natural and archeological resources protection regulations ~~protection area in the PD zoning ordinance that meets all applicable requirements~~ of the City's Land Development Code and all applicable requirements of the Florida Administrative Code.
- j. The owner/developer shall submit a report (in accordance with the regulated natural and archeological resources protection regulations ~~requirements of the environmental regulations~~ in the City's Land Development Code) with the application for PD zoning. As part of this report, the regulated natural and archeological resource areas ~~highest-quality uplands~~ shall be delineated and development within these ~~high-quality~~ highest-quality areas shall be restricted, in accordance with the regulations.

- k. The application for PD district zoning shall include requirements for the use of native vegetation landscaping and for the removal of invasive trees and shrubs.
- l. A master stormwater management plan for the entire PUD shall be prepared by the owner/developer. The plan shall include provisions for protecting the water quality of Little Hatchet Creek, particularly with respect to stormwater runoff from any future development within the planned use district. A conceptual master stormwater management plan application shall be submitted at the time of application for PD zoning. The subsequent master stormwater management plan must be approved by the City Manager or designee prior to final development plan approval. The master stormwater management plan for the project shall be modified for undeveloped phases in order to comply with the statewide water quality rule once it is adopted. The water quality leaving the site shall be addressed in the PD zoning ordinance.
- m. Buffer and setback requirements for the wetlands and creeks in the PUD shall be specified in the PD zoning ordinance and shall be in accordance with the environmental regulations in the City's Land Development Code, based upon review of the required environmental assessment report that shall be submitted with the application for PD zoning.
- n. Buffer requirements pertaining to adjacent uses (including the municipal golf course) will be provided by the owner/developer in the application for PD zoning and, subject to City review and approval, shall be included in the PD zoning ordinance. These buffers shall be designed to minimize the impact on and adequately buffer the adjacent uses.
- o. The PUD shall not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements at the time of application for PD zoning.
- p. Internal roadways shall be designed to provide for bicycle and pedestrian access and connectivity, and shall include traffic calming (low design speed) methods (e.g., speed tables, speed humps, "neck-downs", roundabouts) acceptable to the City of Gainesville in accordance with the traffic calming practices outlined by the Institute of Transportation Engineers.
- q. Sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the existing and planned public sidewalks along the development frontage.

All sidewalks and sidewalk connections shall be a minimum of 5-feet in width, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.

- r. The PUD shall provide for transit access (either on site or on abutting roadways) and shall include construction of an appropriate number of transit shelters, as determined at the PD zoning stage and specified in the PD zoning ordinance.
- s. A limited number of drive-through facilities shall be allowed on the street frontages of NE 53rd Avenue and NE 39th Avenue as determined at the PD zoning stage and specified in the PD ordinance. No direct access from NE 39th Avenue or NE 53rd Avenue shall be allowed for these drive-through facilities. All access to the drive-through facilities shall be from the internal roadway system (the internal roadway system shall include public and private roads and internal driveway systems) in the PUD. Additional drive-through facilities that are entirely internal to the PUD shall be determined in the PD zoning ordinance. The PD zoning ordinance shall specify the design criteria for all drive-through facilities and shall include a phasing schedule to ensure a mix of drive-through facilities, residential uses, and other commercial/office uses in the planned use district. The trip generation associated with drive-through facilities shall limit the total number of drive-through facilities such that the total maximum trip generation shown for the 100,000 square feet of shopping center use as calculated by the traffic study dated 4/3/08 (prepared by GMB Engineers & Planners, Inc.) as updated 11/19/09 by MPH Transportation Planning, Inc. is not exceeded for the PUD.
- t. A maximum of two access points, unless additional access points are approved by the FDOT and the City of Gainesville, shall be allowed along NE 39th Avenue, subject to the final approval of FDOT. Any proposed reconfiguration of the existing road connection to the Ironwood Golf Course is subject to FDOT and City approval at the PD zoning stage. Boulevard-type driveways with the ingress/egress split by a landscaped median and other entry type features shall count as a single access point. These access points shall be specified in the PD zoning ordinance.
- u. A maximum of two access points shall be allowed along NE 53rd Avenue unless additional access points are approved by Alachua County and the City of Gainesville, in accordance with the Alachua County Access Management regulations, and the locations shall be included in the PD zoning application. All access points are subject to Alachua County and City of Gainesville approval at the planned

development zoning stage and shall be specified in the PD zoning ordinance. To minimize traffic impacts from the Hatchet Creek PUD on NE 53rd Avenue, the access points on NE 53rd Avenue shall be interconnected with the internal public or private road system in the Hatchet Creek development. The private road system interconnections shall be interpreted to include internal driveway systems.

- v. A maximum of one access point shall be allowed along NE 15th Street. Any proposed access point along NE 15th Street shall be included in the planned development district zoning application. Any proposed access point is subject to City of Gainesville approval at the planned development zoning stage, and shall be specified in the PD zoning ordinance.
- w. Additional, limited emergency access will be allowed if the need for such is identified and the access is approved by local government agencies that provide the emergency service(s), and shall be specified in the PD zoning ordinance.
- x. Prior to the application for PD zoning related to the planned use district, a major traffic study shall be submitted that meets the specifications provided by FDOT, Alachua County, and the City of Gainesville, and the traffic methodology used in the study shall be agreed to in a letter between the City, and the owner/developer. Any traffic studies undertaken by the owner/developer prior to the signed methodology letter with the City of Gainesville may be unilaterally rejected by the City.
- y. Prior to the application for PD zoning related to the Hatchet Creek planned use district, a signal warrant analysis for the intersection of NE 53rd Avenue/NE 15th Street and for the project driveway at NE 39th Avenue shall be submitted as part of the major traffic study requirements. The specifications for the signal warrant analyses shall be part of the traffic methodology letter that will be signed with the City of Gainesville. The owner/developer shall be responsible for the costs of any new traffic signals that are warranted as a result of the development's site related impacts, and the costs shall not be counted toward meeting the transportation mobility requirements in effect at the time of application.
- z. The owner/developer shall be responsible for the costs associated with tying a new traffic signal at the proposed entrance to the community on NE 39th Avenue into the Traffic Management System to ensure that the new signal communicates with the system, if and when such new traffic signal is installed.



- aa. The following shall be executed and delivered to the City prior to approval of a development plan, prior to recording of a final plat, or prior to issuance of a building permit, whichever first occurs: (1) Avigation and clearance easements granting the City and owner/operator of the Gainesville-Alachua County Regional Airport Authority, and their respective successors and assigns, the right to continue to operate the airport despite potential nuisance effects upon residential and any other uses that are established by this PUD and/or by the required PD zoning ordinance; (2) Notice to Prospective Purchasers and Lessees of potential aircraft overflights and noise impacts; and (3) Declaration of Restrictive Covenants to address the property's proximity to the Airport and the imposition of local, state and federal regulations. The easements, notice and declaration shall be in a form acceptable to the City Attorney and airport authority and shall be executed and recorded by the property owner. In addition, a copy of the Notice shall be given to prospective purchasers or lessees at the time of contract or lease negotiations.
- bb. All residential and non-residential development shall be constructed to achieve an outdoor to indoor noise level reduction (NLR) as specified in Appendix F - Airport Hazard Zoning Regulations, Chapter 30 of the Gainesville Code of Ordinances in effect at the time of application for a building permit.
- cc. The owner/developer shall fund any potable water and/or wastewater capacity improvements that are based on the PUD demands so that the adopted levels of service in the Potable Water/Wastewater Element of the City's Comprehensive Plan are maintained. The owner/developer shall sign a binding letter of agreement with the City to ensure that the funding will be available to make the required improvements.
- dd. At the time of application for PD zoning, the owner/developer shall provide design standards generally consistent with traditional design concepts (such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks) for all residential and non-residential uses in the PUD and, subject to City review and approval, those standards shall be specified in the PD zoning ordinance.
- ee. This PUD does not permit or allow any development that would constitute a development of regional impact or any development that would require a development of regional impact review. Any PD zoning application or any application for proposed development that exceeds the development of regional impact thresholds shall be

required to follow the procedures as defined in Chapter 380, F.S. and applicable regulations of the Florida Administrative Code.

- ff. The PUD shall not be a gated community. Security features, if any, shall be addressed in the PD zoning application and specified in the PD zoning ordinance.
- gg. The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

**Objective 4.7**     **A Special Area is established for the Idylwild/Serenola area that shall be subject to the policies and standards contained in this Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the City.**

**Policy 4.7.1**     The intent of this Special Area is to establish specific guidelines for the area identified as Idylwild/Serenola, generally bounded by Archer Road to the north, SW 13th Street to the east, Paynes Prairie to the south and east, and SW 34th Street and Interstate 75 to the west. Only a small portion of this area is currently within city limits and subject to these standards. To help with identification of the area and specific areas described herein, an Idylwild/Serenola Special Area Map (Special Area Study: Idylwild/Serenola in the Future Land Use Element Map Series), is incorporated by reference. Except where modified by the policies herein, all policies of the Plan shall be applicable within the special area. Where the specific policies conflict with general policies in the remainder of the plan, it is the intent that the policies herein shall prevail.

**Policy 4.7.2**     To preserve and conserve significant uplands natural resource areas, the following; policies (a) through (e) below shall apply. ~~Significant uplands are defined as forested upland communities (associations) of plants and animals, which, because of their great variety of species are deemed to be of exceptional quality and richness (community completeness). These habitats are typically of sufficient size to maintain normal flora and fauna, have actual or potential linkages to other significant natural areas and contain sufficient diversity among species and communities.~~

- a. Preservation of upland significant natural communities, listed species habitat, geological features, and areas of strategic ecosystems shall be

encouraged through public or private acquisition where possible, and other appropriate methods of preservation.

- b. Appropriate conservation strategies shall be used to permit appropriate compatible development when acquisition is not possible. These development regulations are ~~addressed in the Conservation Element contained in the Regulated Natural and Archeological Resources Protection~~ portion of the Land Development Regulations.
- e. ~~Criteria for the conservation of significant uplands shall be developed and included as a part of the development review process.~~

Policy 4.7.3

To preserve, maintain, and restore where necessary, areas containing extensive trees canopies, policies (a) and (b) below shall apply. Tree canopy areas are major existing areas containing a significant population of trees of a size and condition to be considered a significant environmental resource.

- a. The development regulations shall require a tree survey be submitted for all development proposed within designated “Tree Canopy Areas”. The survey shall be submitted at the time of development application.
- b. Development within Tree Canopy Areas shall utilize “cluster” design concepts where appropriate, concentrating development within given areas to minimize the impact of the proposed development. The development regulations shall provide for appropriate mitigation, if necessary.

Policy 4.7.4

To maintain developable or already developed lots in as much of a natural state as possible, the following policy shall apply in areas currently in residential use. The areas currently in residential use contain the densely tree-canopied, developed areas of the Idylwild, Serenola, and Malore Gardens neighborhoods.

- a. Innovative lot designs shall be encouraged through flexibility in the development regulations to maintain the natural character of the individual lots currently in residential use.

Policy 4.7.5

To protect ~~endangered and threatened~~ listed species through habitat maintenance and appropriate development regulations, policies (a) through (c) below shall apply. ~~The Special Area contains habitat areas of 2 wildlife species— sandhill crane and bald eagle— listed as either threatened or endangered.~~

- a. The policies within the Conservation, Open Space and Groundwater Recharge Element of the Gainesville Comprehensive Plan shall apply as they relate to ~~threatened and endangered~~ listed species.

- b. Threatened and endangered species listed in official Federal, State, or international treaty lists, i.e., “listed” species, shall be afforded the legal protective status provided by law.
- c. The encroachment of development upon areas of threatened and endangered species shall be discouraged through regulations contained in the Regulated Natural and Archeological Resources Protection portion of the Land Development Code.

~~GOAL 5 — TO ENHANCE THE CITY’S COMMITMENT TO IMPROVE AND MAINTAIN THE VITALITY OF ITS NEIGHBORHOODS. THE NEIGHBORHOOD REPRESENTS THE PRIMARY BUILDING BLOCK OF THE CITY, AND THE HEALTH AND VITALITY OF EXISTING AND NEW NEIGHBORHOODS IS ESSENTIAL TO BUILDING A VIABLE, SUSTAINABLE COMMUNITY.~~

GOAL 5 ENHANCE THE CITY’S URBAN FORM THROUGH THE IMPLEMENTATION OF DESIGN STANDARDS IN THE LAND DEVELOPMENT CODE AND THROUGH COORDINATION WITH THE UNIVERSITY OF FLORIDA.

Objective 5.1 Urban design standards established in the Land Development Code shall enhance the sense of place, improve the urban form, and provide for the safety and comfort of pedestrians, bicycles, transit, and other vehicles in the City. These standards shall reflect a commitment to improve and maintain the vitality of the City and its neighborhoods.

Policy 5.1.1 Urban design standards established in the Land Development Code shall foster predictable built results and a high-quality public realm with clear distinctions between urban, suburban, and natural areas.

Policy 5.1.2 Urban design standards established in the Land Development Code shall address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

Objective 5.2 Guide large, corporate, national chain sales and service establishments toward a design that promotes the unique character and identity of Gainesville.

Policy 5.2.1 The City shall develop land development regulations that control facade articulation, building orientation, building location, automobile-oriented uses such as drive-throughs and gas stations, location and amount of parking, number of stories, outdoor lighting, compatibility with context, and quality of

materials for large retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

**Objective 5.3** **The City shall coordinate with the University of Florida design efforts as contained within the Campus Master Plan and future design plans for Innovation Square.**

Policy 5.3.1 The City shall collaborate with the University to strengthen the image of the City and the University through better design along University Avenue and West 13th Street.

Policy 5.3.2 The City and the University shall collaborate to enhance the portions of SW 34th Street and Archer Road adjacent to the campus in order to promote more multi-modal, quality urbanism.

Policy 5.3.3 The City shall collaborate with the University to improve the design and function of the Gateway Roads identified in the Campus Master Plan (SW 16th Avenue, Archer Road, SW 13th Street, University Avenue, SW 2nd Avenue, and SW 34th Street) through university participation on the Metropolitan Transportation Planning Organization and its committees, the College Park/University Heights CRA Advisory Board, and any special interest groups or committees as may be created to address such issues.

**Objective 5.1.4** **The City shall partner with neighborhoods to facilitate effective communication between the neighborhood residents and the City and develop specific actions to address neighborhood identified goals and improvements.**

Policy 5.14.1 The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.