

Legislative #

160398

ORDINANCE NO. 160398

1
2
3 **An ordinance amending the Future Land Use Map of the City of Gainesville**
4 **Comprehensive Plan by changing the land use category of approximately 157**
5 **acres of property that is generally located between the 1300-1800 block of**
6 **Tower Road (75th Street) and the 1800 block of SW 20th Avenue, as more**
7 **specifically described in this ordinance, from Alachua County Medium High**
8 **Density Residential (8-14 DU/acre) and Low Density Residential (1-4**
9 **DU/acre) to City of Gainesville Mixed-Use Medium Intensity (12-30 units per**
10 **acre) (MUM), Mixed-Use Low Intensity (8-30 units per acre) (MUL),**
11 **Residential Medium-Density (8-30 units per acre) (RM), Residential Low-**
12 **Density (up to 12 units per acre) (RL), and Single-Family (up to 8 units per**
13 **acre) (SF); providing directions to the City Manager; providing a**
14 **severability clause; providing a repealing clause; and providing an effective**
15 **date.**

16
17 **WHEREAS,** notice was given as required by law that the Future Land Use Map of the
18 City of Gainesville Comprehensive Plan be amended by changing the land use category of the
19 subject property; and

20 **WHEREAS,** the City Plan Board, which acts as the local planning agency pursuant to
21 Section 163.3174, Florida Statutes, held a public hearing on September 22, 2016, and voted to
22 recommend that the City Commission approve this Future Land Use Map amendment; and

23 **WHEREAS,** an advertisement no less than two columns wide by ten (10) inches long
24 was placed in a newspaper of general circulation and provided the public with at least seven (7)
25 days' advance notice of this ordinance's first public hearing (i.e., transmittal hearing) to be held
26 by the City Commission in the City Hall Auditorium, located on the first floor of City Hall in the
27 City of Gainesville; and

28 **WHEREAS,** after the first public hearing, the City of Gainesville transmitted copies of
29 this proposed amendment to the reviewing agencies and any other local government unit or state
30 agency that requested same; and

31 **WHEREAS,** a second advertisement no less than two columns wide by ten (10) inches

1 long was placed in the aforesaid newspaper and provided the public with at least five (5) days'
2 advance notice of this ordinance's second public hearing (i.e., adoption hearing) to be held by the
3 City Commission; and

4 **WHEREAS**, public hearings were held pursuant to the notice described above at which
5 hearings the parties in interest and all others had an opportunity to be and were, in fact, heard;
6 and

7 **WHEREAS**, prior to adoption of this ordinance, the City Commission has considered
8 any written comments received concerning this Future Land Use Map amendment.

9 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE**
10 **CITY OF GAINESVILLE, FLORIDA:**

11 **Section 1.** The Future Land Use Map of the City of Gainesville Comprehensive Plan is
12 amended by changing the land use category of the following property from Alachua County
13 Medium High Density Residential (8-14 DU/acre) and Low Density Residential (1-4 DU/acre) to
14 City of Gainesville Mixed-Use Medium Intensity (12-30 units per acre) (MUM), Mixed-Use Low
15 Intensity (8-30 units per acre) (MUL), Residential Medium-Density (8-30 units per acre) (RM),
16 Residential Low-Density (up to 12 units per acre) (RL), and Single-Family (up to 8 units per
17 acre) (SF);

18 See legal description attached as **Exhibit A** and made a part hereof as if set forth
19 in full. The location of the property is shown on **Exhibit B** for visual reference.
20 In the event of conflict or inconsistency, **Exhibit A** shall prevail over **Exhibit B**.

21
22 **Section 2.** Within ten (10) working days of the transmittal (first) hearing, the City
23 Manager or designee is authorized and directed to transmit this Future Land Use Map
24 amendment and appropriate supporting data and analyses to the reviewing agencies and to any
25 other local government or governmental agency that has filed a written request for same with the

1 City. Within ten (10) working days of the adoption (second) hearing, the City Manager or
2 designee is authorized and directed to transmit this amendment to the state land planning agency
3 and any other agency or local government that provided comments to the City regarding the
4 amendment.

5 **Section 3.** The City Manager or designee is authorized and directed to make the
6 necessary changes to maps and other data in the City of Gainesville Comprehensive Plan in
7 order to comply with this ordinance.

8 **Section 4.** If any word, phrase, clause, paragraph, section or provision of this ordinance
9 or the application hereof to any person or circumstance is held invalid or unconstitutional, such
10 finding shall not affect the other provisions or applications of this ordinance that can be given
11 effect without the invalid or unconstitutional provision or application, and to this end the
12 provisions of this ordinance are declared severable.

13 **Section 5.** All ordinances or parts of ordinances in conflict herewith are to the extent of
14 such conflict hereby repealed.

15 **Section 6.** This ordinance shall become effective immediately upon adoption; however,
16 the effective date of this amendment to the City of Gainesville Comprehensive Plan, if the
17 amendment is not timely challenged, shall be 31 days after the state land planning agency notifies
18 the City that the plan amendment package is complete in accordance with Section 163.3184,
19 Florida Statutes. If timely challenged, this Comprehensive Plan amendment shall become
20 effective on the date the state land planning agency or the Administration Commission enters a
21 final order determining the amendment to be in compliance with Chapter 163, Florida Statutes.
22 No development orders, development permits, or land uses dependent on this Comprehensive
23

1 Plan amendment may be issued or commenced before this amendment has become effective.

2 **PASSED AND ADOPTED** this _____ day of _____, 2016.

3

4

5

6

7

8 Attest:

9

10

11

12 _____
13 KURT LANNON
14 CLERK OF THE COMMISSION

LAUREN POE
MAYOR

Approved as to form and legality:

15 _____
16 NICOLLE M. SHALLEY
17 CITY ATTORNEY

15 This ordinance passed on (first) transmittal hearing this ____ day of _____, 2016.

16

17 This ordinance passed on (second) adoption hearing this ____ day of _____, 2017.



JACKSONVILLE | GAINESVILLE | OCALA
8363 Argyle Business Loop, Ste. 3, Jacksonville, Florida 32214
132 NW 76th Drive, Gainesville, Florida 32607
101 NE 1st Avenue, Ocala, Florida 34470
WWW.CHW-INC.COM

DATE: July 29, 2016

PROJECT NAME: Henderson property – Tower Road

PROJECT NO: 15-0500

DESCRIPTION FOR: Mixed Use Low/MU-1 Area

A PARCEL OF LAND LYING AND BEING IN LOT 4 OF SECTION 9, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE 10 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF SW 75TH STREET (TOWER ROAD) AND THE SOUTH LINE OF SAID LOT 4; THENCE NORTH 88°58'80" EAST, ALONG SAID SOUTH LINE OF LOT 4, A DISTANCE OF 2365.94 FEET TO THE POINT OF BEGINNING; THENCE NORTH 01°01'10" WEST, A DISTANCE OF 158.78 FEET; THENCE NORTH 90°00'00" EAST, A DISTANCE OF 75.87 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 80.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 56°16'04" EAST, 84.16 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 63°27'52", AN ARC DISTANCE OF 88.31 FEET TO THE POINT OF TANGENCY; THENCE NORTH 28°32'08" EAST, A DISTANCE OF 83.22 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 71°32'08" EAST, 35.36 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 60°00'00", AN ARC LENGTH OF 39.27 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 63°27'52" EAST, A DISTANCE OF 357.42 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SW 20TH AVENUE (RIGHT OF WAY WIDTH VARIES); THENCE SOUTH 25°22'50" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 116.53 FEET TO THE AFOREMENTIONED SOUTH LINE OF LOT 4 AND THE NORTHEAST CORNER OF TOWER OAKS RIDGE, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK L, PAGE 18 OF SAID PUBLIC RECORDS; THENCE SOUTH 88°58'50" WEST, ALONG THE SOUTH LINE OF LOT 4 AND THE NORTH LINE OF SAID TOWER OAKS RIDGE, A DISTANCE OF 477.63 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 2.226 ACRES MORE OR LESS.



JACKSONVILLE | GAINESVILLE | OCALA
8583 Arroyo Business Loop, Ste. 3, Jacksonville, Florida 32244
132 NW 76th Drive, Gainesville, Florida 32607
101 NE 1st Avenue, Ocala, Florida 34470
WWW.CHW-PC.COM

DESCRIPTION

DATE: July 29, 2016

PROJECT NAME: Henderson property – Tower Road

PROJECT NO: 15-0500

DESCRIPTION FOR: *Mixed Use Medium/MU-2 Area*

A PARCEL OF LAND LYING AND BEING IN LOTS 3 & 4 IN SECTION 9, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE 10 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF SW 75TH STREET (TOWER ROAD) AND THE NORTH LINE OF SAID LOT 3 FOR THE POINT OF BEGINNING; THENCE NORTH 88°56'39"EAST, ALONG SAID NORTH LINE OF LOT 3, A DISTANCE OF 265.00 FEET; THENCE SOUTH 0°51'18"EAST, A DISTANCE OF 407.80 FEET TO THE CENTERLINE OF A 100 FOOT WIDE POWER LINE EASEMENT AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 106, PAGE 48 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE NORTH 89°22'57"EAST, ALONG SAID CENTERLINE, A DISTANCE OF 535.00 FEET; THENCE SOUTH 0°51'18"EAST, A DISTANCE OF 809.89 FEET; THENCE SOUTH 89°08'42"WEST, A DISTANCE OF 250.00 FEET; THENCE SOUTH 0°51'18"EAST, A DISTANCE OF 497.61 FEET TO THE SOUTH LINE OF AFOREMENTIONED LOT 4 IN SECTION 9; THENCE SOUTH 88°58'50"WEST, ALONG SAID SOUTH LINE OF LOT 4, A DISTANCE OF 550.00 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF SW 75th STREET; THENCE NORTH 0°51'18"WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1518.17 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 19.099 ACRES MORE OR LESS.



JACKSONVILLE | GAINESVILLE | OCALA
8663 Argyle Business Loop, Ste. 3, Jacksonville, Florida 32244
132 NW 76th Drive, Gainesville, Florida 32607
101 NE 1st Avenue, Ocala, Florida 34470
www.chwinc.com

DATE: 29 July 2016

PROJECT NAME: Henderson property – Tower Road

PROJECT NO: 15-0500

DESCRIPTION FOR: Residential Low/RMF-5 Area

A PARCEL OF LAND LYING AND BEING IN LOTS 2, 3 & 4 IN SECTION 9, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE 10 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF SW 75TH STREET (TOWER ROAD) AND THE NORTH LINE OF SAID LOT 3; THENCE NORTH 88°58'36" EAST, ALONG SAID NORTH LINE OF LOT 3, A DISTANCE OF 1838.81 FEET TO THE SOUTHEAST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 631, PAGE 462 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE NORTH 0°46'56" WEST, ALONG THE EAST LINE OF SAID LANDS, A DISTANCE OF 323.68 FEET TO THE SOUTHWEST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4226, PAGE 468 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE NORTH 89°01'13" EAST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 469.60 FEET TO THE SOUTHEAST CORNER OF SAID LANDS AND THE POINT OF BEGINNING; THENCE SOUTH 0°46'06" EAST, A DISTANCE OF 499.69 FEET; THENCE SOUTH 89°30'21" WEST, A DISTANCE OF 24.94 FEET; THENCE SOUTH 0°00'29" EAST, A DISTANCE OF 195.50 FEET; THENCE SOUTH 89°30'21" WEST, A DISTANCE OF 30.00 FEET; THENCE SOUTH 0°00'00" WEST, A DISTANCE OF 50.13 FEET TO THE CENTERLINE OF A 100 FOOT WIDE POWER LINE EASEMENT AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 108, PAGE 48 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE SOUTH 89°22'57" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 1293.85 FEET; THENCE SOUTH 0°51'18" EAST, A DISTANCE OF 609.89 FEET; THENCE SOUTH 89°09'42" WEST, A DISTANCE OF 250.00 FEET; THENCE SOUTH 0°51'18" EAST, A DISTANCE OF 467.61 FEET TO THE SOUTH LINE OF AFOREMENTIONED LOT 4 IN SECTION 9; THENCE NORTH 88°58'50" EAST, ALONG SAID SOUTH LINE OF LOT 4, A DISTANCE OF 1815.94 FEET; THENCE NORTH 01°01'10" WEST, A DISTANCE OF 158.78 FEET; THENCE NORTH 90°00'00" EAST, A DISTANCE OF 75.87 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 80.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 58°16'04" EAST, 84.15 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 63°27'52", AN ARC DISTANCE OF 88.81 FEET TO THE POINT OF TANGENCY; THENCE NORTH 26°32'08" EAST, A DISTANCE OF 66.22 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 71°32'08" EAST, 35.36 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 39.27 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 83°27'52" EAST, A DISTANCE OF 357.42 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SW 20TH AVENUE (RIGHT OF WAY WIDTH VARIES); THENCE NORTH 25°22'50" EAST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 14.56 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1959.86 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND

DISTANCE OF NORTH $34^{\circ}44'55''$ EAST, 636.83 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, AND SAID WESTERLY RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF $18^{\circ}42'01''$, AN ARC DISTANCE OF 639.66 FEET TO AN INTERSECTION WITH THE WEST LINE OF THE EAST 1980 FEET OF AFOREMENTIONED SECTION 9, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA; THENCE NORTH $00^{\circ}30'02''$ WEST, ALONG SAID WEST LINE OF THE EAST 1980 FEET, A DISTANCE OF 1646.10 FEET TO THE NORTH LINE OF AFOREMENTIONED LOT 2 IN SAID SECTION 9; THENCE SOUTH $88^{\circ}55'49''$ WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1535.15 FEET TO AN INTERSECTION WITH THE BOUNDARY OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 4225, PAGE 486 OF SAID PUBLIC RECORDS; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE BOUNDARY OF SAID LANDS; (1) THENCE SOUTH $00^{\circ}51'50''$ EAST, A DISTANCE OF 105.96 FEET; (2) THENCE NORTH $89^{\circ}02'47''$ EAST, A DISTANCE OF 435.62 FEET; (3) THENCE SOUTH $00^{\circ}49'08''$ EAST, A DISTANCE OF 329.92 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 90.575 ACRES MORE OR LESS.



JACKSONVILLE | GAINESVILLE | OCALA
8553 Ayala Business Loop, Ste. 9, Jacksonville, Florida 32256
182 NW 75th Drive, Gainesville, Florida 32607
131 NE 1st Avenue, Ocala, Florida 34478
www.chw-inc.com

DESCRIPTION

DATE: July 29, 2018

PROJECT NAME: Henderson property – Tower Road

PROJECT NO: 15-0500

DESCRIPTION FOR: Residential Medium/RMF-7 Area

A PARCEL OF LAND LYING AND BEING IN LOT 3 IN SECTION 9, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE 10 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF SW 75TH STREET (TOWER ROAD) AND THE NORTH LINE OF SAID LOT 3; THENCE NORTH 88°56'39"EAST, ALONG SAID NORTH LINE OF LOT 3, A DISTANCE OF 285.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID NORTH LINE OF LOT 3, NORTH 88°58'39"EAST, A DISTANCE OF 1423.01 FEET TO THE SOUTHEAST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 631, PAGE 482 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE NORTH 0°43'54"WEST, ALONG THE EAST LINE OF SAID LANDS, A DISTANCE OF 323.56 FEET TO THE SOUTHWEST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4225, PAGE 486 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE NORTH 89°01'18"EAST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 483.90 FEET TO THE SOUTHEAST CORNER OF SAID LANDS; THENCE SOUTH 0°49'06"EAST, A DISTANCE OF 489.93 FEET; THENCE SOUTH 89°30'21"WEST, A DISTANCE OF 24.04 FEET; THENCE SOUTH 0°00'20"EAST, A DISTANCE OF 195.50 FEET; THENCE SOUTH 89°30'21"WEST, A DISTANCE OF 60.00 FEET; THENCE SOUTH 0°00'00"WEST, A DISTANCE OF 50.13 FEET TO THE CENTERLINE OF A 100 FOOT WIDE POWER LINE EASEMENT AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 106, PAGE 48 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE SOUTH 89°22'57"WEST, ALONG SAID CENTERLINE, A DISTANCE OF 1828.06 FEET; THENCE NORTH 0°51'18"WEST, A DISTANCE OF 407.80 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 21.719 ACRES MORE OR LESS.



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 6868 Arroyo Business Loop, Ste. 9, Jacksonville, Florida 32244
 102 NW 76th Drive, Gainesville, Florida 32607
 101 NE 1st Avenue, Ocala, Florida 34470
 WWW.CHW-INC.COM

DATE: July 29, 2016

PROJECT NAME: Henderson property – SW 20th Ave

PROJECT NO: 15-0500

DESCRIPTION FOR: Single Family/RSF-4 Area

A PARCEL OF LAND LYING AND BEING IN SECTIONS 9 & 10, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF PORTOFINO CLUSTER SUBDIVISION PHASE 1, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 25, PAGE 58 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, SAID CORNER LYING ON THE SOUTHERLY RIGHT OF WAY LINE OF SW 20TH AVENUE (R/W WIDTH VARIES) AND BEING ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1859.86 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 89°02'06" EAST, 601.31 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°36'21", AN ARC DISTANCE OF 603.98 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF AN ADDITIONAL RIGHT OF WAY TAKING AS DESCRIBED IN OFFICIAL RECORDS BOOK 4368, PAGE 1788 OF SAID PUBLIC RECORDS; THENCE THE FOLLOWING FIFTEEN (15) COURSES ALONG SAID ADDITIONAL RIGHT OF WAY TAKING; (1) SOUTH 11°39'44" EAST, 3.00 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1858.86 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°57'50" EAST, 364.07 FEET; (2) THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°15'07", AN ARC DISTANCE OF 364.86 FEET TO THE END OF SAID CURVE; (3) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 54.93 FEET; (4) THENCE SOUTH 00°25'07" EAST, A DISTANCE OF 7.00 FEET; (5) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 80.00 FEET; (6) THENCE SOUTH 00°25'07" EAST, A DISTANCE OF 4.00 FEET; (7) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 180.00 FEET; (8) THENCE SOUTH 00°25'07" EAST, A DISTANCE OF 7.00 FEET; (9) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 101.42 FEET; (10) THENCE NORTH 76°05'08" EAST, A DISTANCE OF 59.99 FEET; (11) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 320.25 FEET; (12) THENCE SOUTH 00°25'07" EAST, A DISTANCE OF 12.00 FEET; (13) THENCE NORTH 89°34'53" EAST, A DISTANCE OF 50.00 FEET; (14) THENCE NORTH 00°25'07" WEST, A DISTANCE OF 12.86 FEET; (15) THENCE NORTH 84°24'41" EAST, A DISTANCE OF 68.14 FEET TO THE NORTHEAST CORNER OF SAID R/W TAKING AND THE SOUTHERLY RIGHT OF WAY LINE OF SW 20TH AVENUE; THENCE NORTH 89°34'53" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 101.93 FEET; THENCE SOUTH 00°25'07" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 25.00 FEET; THENCE NORTH 89°34'53" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 569.40 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300' WIDE RIGHT OF WAY), SAID POINT LYING ON A CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 22768.32 FEET, AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 35°59'35" EAST, 139.95 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE AND SAID WESTERLY RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 00°21'08", AN ARC DISTANCE OF 139.95 FEET TO THE END OF SAID CURVE AND TO AN INTERSECTION WITH THE NORTHERLY LINE OF LANDS DESCRIBED IN

OFFICIAL RECORDS BOOK 1997, PAGE 2430 OF SAID PUBLIC RECORDS; THENCE THE FOLLOWING SEVEN (7) COURSES ALONG SAID NORTHERLY BOUNDARY LINE; (1) THENCE SOUTH $89^{\circ}34'37''$ WEST, A DISTANCE OF 349.69 FEET; (2) THENCE SOUTH $00^{\circ}25'23''$ EAST, A DISTANCE OF 220.00 FEET; (3) THENCE SOUTH $59^{\circ}34'37''$ WEST, A DISTANCE OF 480.00 FEET; (4) THENCE SOUTH $89^{\circ}34'37''$ WEST, A DISTANCE OF 809.87 FEET; (5) THENCE NORTH $60^{\circ}24'48''$ WEST, A DISTANCE OF 431.27 FEET; (6) THENCE NORTH $00^{\circ}24'48''$ WEST, A DISTANCE OF 230.00 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1729.86 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH $69^{\circ}57'03''$ WEST, 613.83 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $20^{\circ}26'21''$, AN ARC DISTANCE OF 817.09 FEET TO THE NORTHEASTERLY LINE OF AFOREMENTIONED PORTOFINO CLUSTER SUBDIVISION PHASE 1; THENCE NORTH $30^{\circ}15'33''$ WEST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 22.196 ACRES MORE OR LESS.

Land Use Designations City of Gainesville

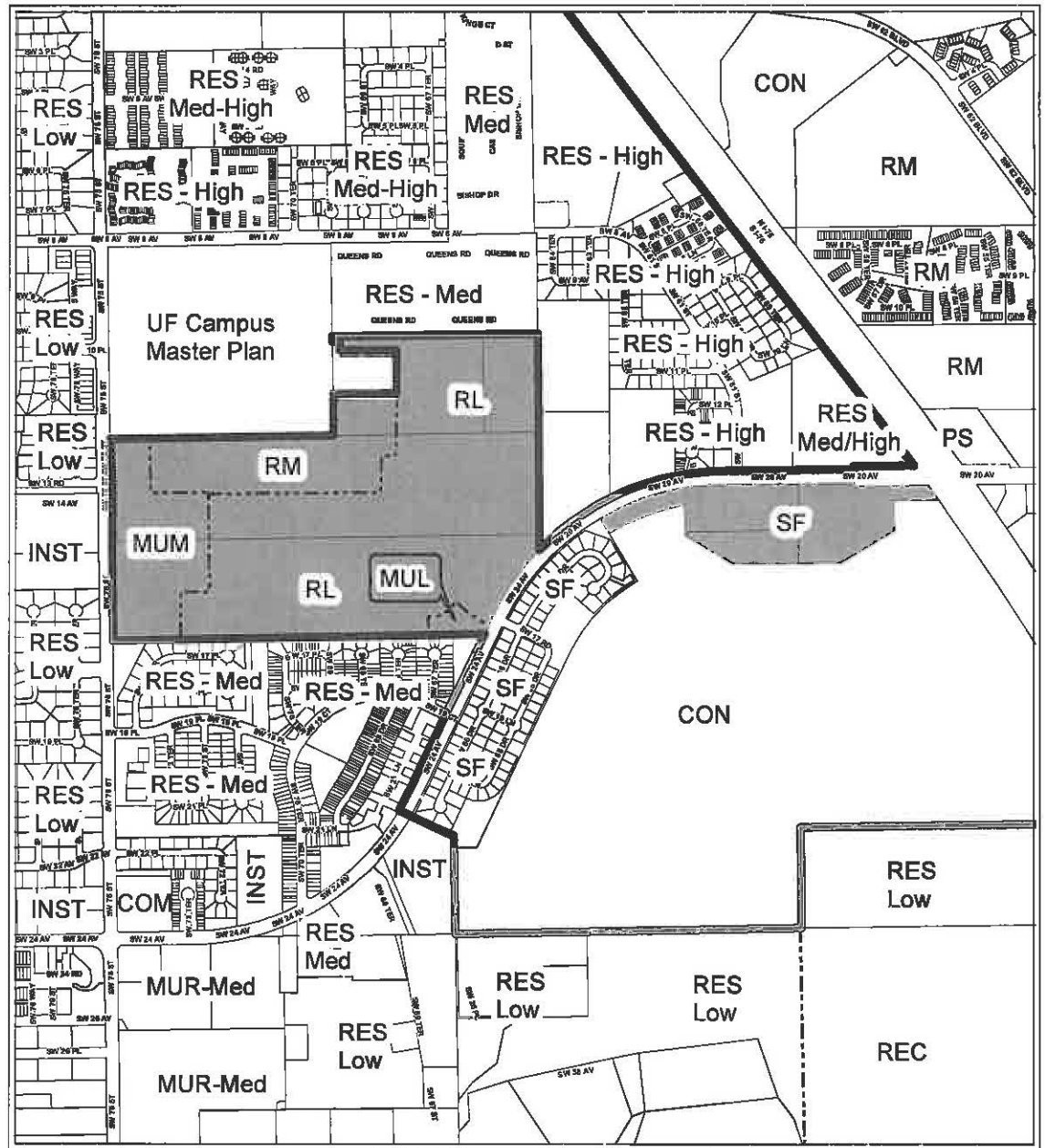
- SF Single-Family (up to 8 units/acre)
- RL Residential Low-Density (up to 12 units/acre)
- RM Residential Medium-Density (8-30 units/acre)
- MUL Mixed-Use Low-Intensity (8-30 units/acre)
- MUM Mixed-Use Medium-Intensity (12-30 units/acre)
- CON Conservation
- PF Public Facilities

Land Use Designations Alachua County

- RES - Low Residential Low-Density (1-4 units/acre)
- RES - Med Residential Medium-Density (4-8 units/acre)
- RES - Med/High Residential Medium-High Density (8-14 units/acre)
- RES - High Residential High-Density (14-21 units/acre)
- COM Commercial
- INST Institutional
- REC Recreation
- MUR-Med Mixed-Use Residential Medium Density (4-8 units/acre)
- UF UF Campus Master Plan

Area under petition consideration

--- Division line between two land use categories
 — City Limits



PROPOSED LAND USE

 No Scale	Name	Petition Request	Petition Number
	City of Gainesville	Amend the City of Gainesville FLUM from Alachua County Medium High Density Residential (RMH) and Low Density Residential (RL) to City of Gainesville MUL, RM, RL and SF	PB-16-107 LUC

Land Use Designations City of Gainesville

- SF Single-Family (up to 8 units/acre)
- RM Residential Medium-Density (8-30 units/acre)
- CON Conservation
- PF Public Facilities

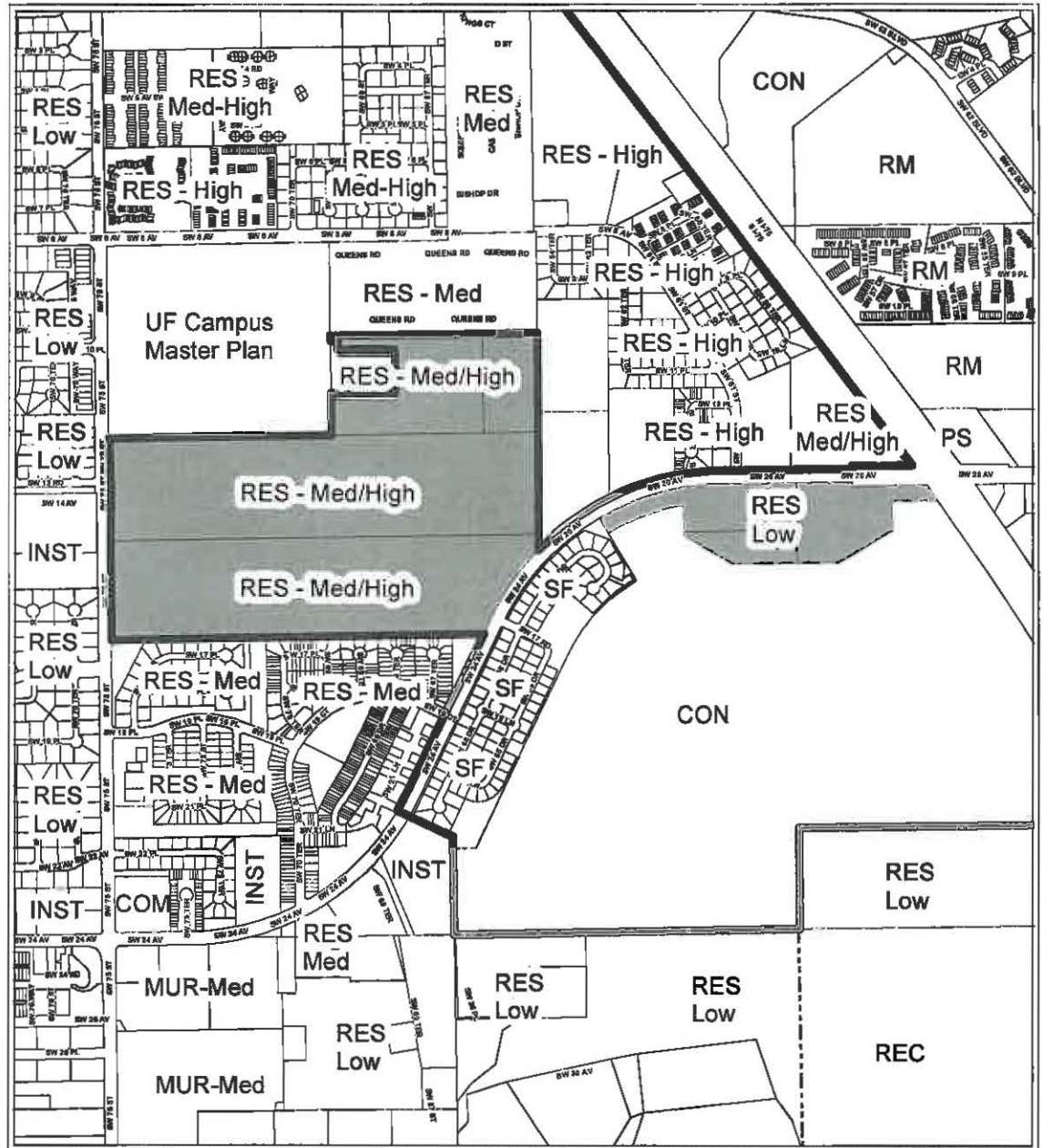
Land Use Designations Alachua County

- RES - Low Residential Low-Density (1-4 units/acre)
- RES - Med Residential Medium-Density (4-8 units/acre)
- RES - Med/High Residential Medium-High Density (8-14 units/acre)
- RES - High Residential High-Density (14-21 units/acre)
- COM Commercial
- INST Institutional
- REC Recreation
- MUR-Med Mixed-Use Residential Medium Density (4-8 units/acre)
- UF UF Campus Master Plan

Area
under petition
consideration

Division line between
two land use categories

—
City Limits



EXISTING LAND USE



Name	Petition Request	Petition Number
City of Gainesville	Amend the City of Gainesville FLUM from Alachua County Medium High Density Residential (RMH) and Low Density Residential (RL) to City of Gainesville MUL, RM, RL and SF	PB-16-107 LUC

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

January 20, 2017



The Honorable Lauren Poe
Mayor, City of Gainesville
Station 11, P.O. Box 490
Gainesville, Florida 32627-0490

Dear Mayor Poe:

The Department has completed its review of the proposed plan amendment for the City of Gainesville (Amendment No. 16-3ESR), which was received on December 22, 2016. We have reviewed the proposed amendment pursuant to the expedited state review process in Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department of Economic Opportunity's authorized scope of review that will be adversely impacted by the amendment if adopted.

The City is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the City. If other reviewing agencies provide comments, we recommend the City consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

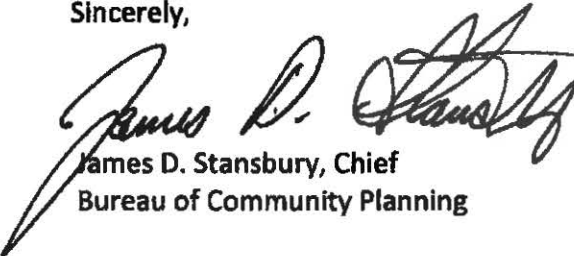
The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department of Economic Opportunity and any affected party that provided comment on the amendment.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

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If you have any questions concerning this review, please contact Robin Branda, Planning Analyst, at (850) 717-8495, or by email at Robin.Branda@deo.myflorida.com

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning

JDS/rb

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: Mr. Scott Koons, AICP, Executive Director, North Central Florida Regional Planning Council
Mr. Ralph Hilliard, Planning Manager, City of Gainesville
Mr. Dean Mimms, AICP, Lead Planner, City of Gainesville



Alachua County Growth Management Department

Steven Lachnicht, Director

January 17, 2017

Mr. Ralph Hilliard
City of Gainesville Planning Manager
P.O. Box 490, Station 11
Gainesville, FL, 32627

RE: Proposed Comprehensive Plan Amendment PB-16-107 (FDEO Reference Number Gainesville 16-3ESR)

Dear Mr. Hilliard,

Thank you for the opportunity to review and comment on the proposed Comprehensive Plan Amendment referenced above, which was approved for transmittal by the Gainesville City Commission on December 15, 2016 and was received by the County on December 21, 2016. County staff previously sent a letter providing comments regarding the transportation system in a letter to City staff dated September 21st, 2016. At its meeting on November 8th, 2016 the Board of County Commissioners directed County staff to continue to work on this issue with the City. County staff had one preliminary meeting regarding transportation issues with City staff on this subject on October 27th, 2016. A follow up meeting regarding transportation issues has not yet been scheduled. In the interest of intergovernmental coordination, County staff offers the comments below for your consideration.

Impact on Urban Area Transportation System Planning

1. Development of the subject property under the future proposed land use designations could generate up to 9,271 new daily trips to the transportation system west of I-75 according to the Staff Report. The properties will be accessed from SW 75th St (Tower Road) and SW 20th/24th Ave. Both of these County-maintained minor urban arterials are currently overcapacity, operating at Level of Service E. The County has adopted an areawide level of service for roadways to accommodate some corridor segments operating with volumes seen on these roadways. However, the areawide level of service can only be maintained by providing mobility improvements funded through sufficient mitigation of the impacts of new development to the transportation system.
2. The City's Transportation Mobility Element (TME) policy 10.8.1 states: *"The City shall require large developments that meet the Development of Regional Impact thresholds to address regional impacts on facilities."* As the staff report indicates, development of the subject properties would reach that threshold. When the City's TMPA Zone D was

10 SW 2nd Avenue ■ 3rd Floor ■ Gainesville, Florida 32601-6294
Growth Management Tel. (352) 374-5249 ■ Fax (352) 338-3284
Home Page: <https://growth-management.alachuacounty.us/>

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adopted, impacts to regional infrastructure and transit service in this area west of I-75 could not have been contemplated for the subject properties as they were not included in the Zone. It is not clear to County staff exactly how the "fee-in-lieu of" formula for the TMPA Zone D is calculated but as the City continues to annex property west of I-75, it may be necessary to update the basis of the formula to include needs in the vicinity of the subject properties.

3. The County currently funds the majority of RTS Route 75 that services the area. The TMPA Zone D has a transit funding requirements for Zone D projects that produce over 5,000 daily trips. It would appear that an appropriately conditioned Planned Use District (PUD), as detailed in TME Policy 10.2.7(e) would be one potential mechanism to insure that the subject properties do not develop in a piecemeal fashion to avoid this and other TMPA requirements. If the City feels that this is not appropriate in this situation, perhaps City staff or the property owner would have another suggestion as to the appropriate instrument that could be used to insure that regional transportation impacts will be mitigated as the properties develop.
4. The County's long range Capital Improvements Element includes transportation projects in the vicinity of the subject properties. These include roadway, transit and bicycle and pedestrian projects. The widening of the SW 20th Avenue bridge to four lanes is one of these projects. The bridge is functionally obsolete in terms of appropriate bicycle and pedestrian facilities in conjunction with the fact that the two lane facility is a major bottleneck for the gridded roadway network that the County and the City have planned for both sides of I-75. This project may be one that the City could consider working on jointly with the County to provide the necessary mobility into the major employment centers east of the interstate.

Natural Resource Impacts

5. **Issue:** The County identifies the three parcels south of SW 20th Avenue to be within the Hogtown Prairie Strategic Ecosystem (SE). This system is a prairie lake system that supports Haile Sink, the location where Hogtown creek drains into the Floridan Aquifer, high quality upland habitat, and Lake Kanapaha. Under County regulations, including Strategic Ecosystem and Preservation Buffer Overlay protections, the entire limit of the southern parcels would likely be protected in conservation. With annexation into the city and proposed land use change, residential density in the southern parcels is proposed to double from what was allowed in the county (up to 8 units/acre from the county's 1-4 units/acre).

Recommendation: Any development should be designed to leave the ecological integrity of the system intact. Connectivity of habitat, minimization of fragmentation of natural areas, protection of any wetlands, floodplains, and associated upland habitat should drive the design of any development in the area. The City of Gainesville adopted Strategic Ecosystem requirements in LDC Section 30-310. We recommend that the adopted standards be implemented including; resource-based planning and design, clustering development, limiting density, minimizing impacts and protecting upland habitat, wetlands, and wetland buffers. Development on any portion of the

southern parcels should carefully consider implementing design standards to minimize secondary impacts to the conservation resources on site and adjacent to the site.

6. **Issue:** Archaeological resources. There are 11 documented prehistoric archaeological sites within half a mile of the planning parcel, and one documented site within the limits of the southern three parcels that is potentially eligible for listing in the National Register of Historic Places. The properties proposed for annexation have never been subjected to a professional subsurface survey, though most of the area is considered to have high potential to harbor as-yet undocumented resources.

Recommendation: Require appropriate professional cultural resource management surveys consistent with federal and state standards and guidelines on all properties within the area proposed for annexation prior to development. A professional archeological survey should be conducted as early as possible to aid in the planning and design of the development. Similarly, require protection or mitigation of significant sites found consistent with federal and state standards and guidelines.

7. **Issue:** The southern parcels and portions of the northern parcel are located within Hogtown Prairie Reach watershed, which is associated with Haile Sink and Kanapaha Lake. Haile Sink is the terminus of Hogtown Creek and water discharges directly to the Floridan aquifer, our primary source of drinking water in Gainesville and all of Alachua County. Hogtown Creek has been determined to be impaired for fecal coliform bacteria. Lake Kanapaha has been identified as an impaired water body for nitrogen and phosphorus. A Total Maximum Daily Load (TMDL) was established by USEPA Region 4 in July 2006. The TMDL calls for a 30.4% reduction in phosphorus and a 30.6% reduction in nitrogen in Lake Kanapaha. FDEP has listed Lake Kanapaha on the Verified Impaired Waters list (303(d) list) for dissolved oxygen (DO) with the pollutants of concern (causing the low DO) listed as total nitrogen, phosphorus, and biochemical oxygen demand. Additional data are currently being evaluated by FDEP and once complete (2018), FDEP will likely list impairment for nitrogen and phosphorus in addition to DO (on the 303(d) Impaired Waters list). The EPA TMDL may be withdrawn once FDEP has completed their TMDL.

Recommendation: Limit potential point sources (i.e. large stormwater ponds and hazardous materials sites), require strong restrictions on fertilizer, pesticide, and herbicide use, and limit well construction and septic tanks. Provide standards and protections equivalent or greater that what is in Chapter 353 (Hazardous Materials Code), Alachua County ULDC.

If you have any questions or would like to discuss the matters detailed in the comments above, please contact me.

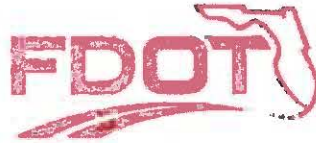
Sincerely,

Steven Lachnicht, AICP
Director of Growth Management

cc:

Board of County Commissioners
Ray Eubanks, Department of Economic Opportunity
Scott Koons, North Central FL Regional Planning Council
Dean Mimms, City of Gainesville

Dr. Lee Niblock, County Manager
Michele Lieberman, County Attorney
James Harriott, Deputy County Manager



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

JIM BOXOLD
SECRETARY

January 27, 2017

Ralph Hilliard
Planning Manager
PO Box 490, Station 11
Gainesville, FL 32627-0490

SUBJECT: *City of Gainesville Proposed Large Scale Comprehensive Plan Amendment (DEO 16-3ER)*

Dear Mr. Hilliard,

The Florida Department of Transportation (FDOT) has reviewed the proposed Comprehensive Plan Amendment submitted by the City of Gainesville according to Chapter 163 of the Florida Statutes.

Amendment Summary

The amendment changes the Future Land Use Map (FLUM) for approximately 157 acres of undeveloped property generally east of Tower Road (SW 75th Street), west of I-75 (a SIS facility), and south of SR-26 (a SIS facility). Of the 157 acres, 134.53 acres are located between SW 75th Street/Tower Road and SW 20th Avenue. The remaining 22.2 acres are on the south side of SW 20th Avenue, west of I-75, and north of the City's Split Rock Conservation Area. There is no direct access to a state facility.

The amendment proposes reassigning the Future Land Use from the Alachua County multiple-family, medium-high density district (R-2A), and single family, low density district (R-1a) to City of Gainesville Future Land Use designations MU-2: 12-30 units/acre mixed used medium intensity, MU-1: 8-30 units/acres mixed use low intensity, RMF-7: 8-21 units/acres multiple-family residential district, RMF-5: 12 units/acre single-family/multiple-family residential district, and RSF-4: 8 units/acre single-family residential district.

Comments

FDOT has no comments.

Technical Assistance Recommendations

FDOT provides the following technical assistance recommendations.

Trip Generation

Table 1 shows the results of a comparison between the adopted and proposed land uses in terms of a maximum development projected trip generation using a per person trip generation as proposed by City staff for the multi-family component.

Table 1 – Projected Trip Generation

	Land Use	ITE Code	Units	Daily Trips	AM Peak Trips	PM Peak Trips
<i>Existing</i>	Single Family Residential	210	88	838	66	88
	Apartment	220	6,591 Persons	21,816	1,845	2,636
Existing Total				22,654	1,911	2,724
<i>Proposed</i>	Single Family Residential	210	178	1,695	134	178
	Apartment	220	7,256 Persons	24,017	2,032	2,902
	Shopping Center	820	145.5	6,213	140	540
Proposed Total				31,925	2,306	3,620
Net Change				9,271	395	896

Based on ITE 9th Edition Trip Generation Manual

Per City staff, an average of 3.5 bedrooms per unit is utilized for the trip generation estimates

Roadway Capacity

Table 2 shows the currently projected roadway volumes and maximum service volumes for segments of SR-26 east and west of the I-75 interchange site according to FDOT’s 2015 Florida State Highway System Level of Service Report, dated July 2016

Table 2 – Projected State Road Level-of-Service

Road	Segment ID	Segment	FDOT LOS Standard	Maximum Service Volume	2015 Peak Hour Volume	2015 LOS	2020 Peak Hour Volume	2020 LOS
SR-26	42	NW 76th Blvd to I-75	D	4,500	3,765	D	4,135	D
SR-26	136	I-75 to NW 8 th Ave	D	4,500	4,588	E	4,818	F

One of the segments of SR-26, located north of the proposed land use change, is currently not functioning at an adequate level of service. With the potential for 896 net new p.m. peak hour trips, FDOT recommends that an analysis of the proposed land use amendment’s impact on the

LOS of nearby state facilities, especially SR-26, be completed prior to adoption of the amendment.

FDOT requests that a copy of the adopted amendment, along with the supporting data and analysis be transmitted within ten working days after the second public hearing for FDOT review.

Thank you for coordinating the review of the proposed comprehensive plan amendment with FDOT. If you have any questions, please do not hesitate to contact me by email: Ameera.Sayeed@dot.state.fl.us or call: (904) 360-5647.

Sincerely,



**Ameera Sayeed, AICP, GISP
FDOT D2 Growth and Development/Modeling Supervisor**

**CC Ray Eubanks, DEO
Dennis Smith, FDOT Statewide GM**



**SUWANNEE
RIVER
WATER
MANAGEMENT
DISTRICT**

*Received
1/4/17*

December 28, 2016

**Mr. Ray Eubanks
Plan Review Administrator
Florida Department of Economic Opportunity
107 East Madison Street, MSC 160
Tallahassee, FL 32399-4120**

Subject: City of Gainesville Proposed Comprehensive Plan Amendment # 16-3ESR

Dear Mr. Eubanks:

The Suwannee River Water Management District (District) staff review of the above-referenced proposed comprehensive plan amendment was done in accordance with Florida Statutes. District staff review of the proposed amendment determined that no comments are necessary.

Should you have any questions or would like additional information, please contact me at 386.362.0434 or sam@srwmd.org.

Sincerely,


**Steve Mimms
Director of Governmental Affairs**

cc: **Ralph Hilliard, City of Gainesville
Dean Mimms, City of Gainesville
Steve Fitzgibbon, SJRWMD
Suzanne Ray, FDEP
Scott Koons, NCFRPC**

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**VIRGINIA M. SANCHEZ
Old Town, Florida**

**RICHARD SCHWAB
Perry, Florida**

**BRADLEY WILLIAMS
Monticello, Florida**

**NOAH VALENSTEIN
Executive Director**

DM forwarded
to AP
1/10/17

Mimms, Dean L.

From: Plan_Review (Shared Mailbox) <Plan.Review@dep.state.fl.us>
Sent: Tuesday, January 10, 2017 11:14 AM
To: Hilliard, Ralph W.; Mimms, Dean L.; DCPexternalagencycomments
Subject: Gainesville 16-3ESR Proposed

To: Ralph Hilliard, Planning Manager

Re: Gainesville 16-3ESR – Expedited Review of Proposed Comprehensive Plan Amendment

*Please note the new contact information below.

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department’s jurisdiction.

Feel free to contact me at Suzanne.c.ray@dep.state.fl.us or (850) 717-9037 for assistance or additional information. Please send all amendments, both proposed and adopted, to plan.review@dep.state.fl.us or

Florida Department of Environmental Protection
Office of Intergovernmental Programs, Plan Review
2600 Blair Stone Rd. MS 47
Tallahassee, Florida 32399-2400



Mimms, Dean L.

From: Steve Fitzgibbons <SFitzgibbons@sjrwmd.com>
Sent: Thursday, January 19, 2017 11:01 AM
To: Hilliard, Ralph W.; Mimms, Dean L.
Cc: 'DCPexternalagencycomments@deo.myflorida.com'; Sherry.Spiers2@deo.myflorida.com; Susan Davis
Subject: City of Gainesville proposed comprehensive plan amendment 16-3ESR

Dear Mr. Hilliard,

St. Johns River Water Management District (District) staff have reviewed City of Gainesville proposed comprehensive plan amendment 16-3ESR in accordance with the provisions of Chapter 163, *Florida Statutes*. Based on review of the submitted materials, District staff have no comments on the proposed amendment. If you have any questions or need additional information, please contact me.

Please note that all proposed and adopted comprehensive plan amendments can be submitted to the District by email at sfitzgibbons@sjrwmd.com.

Sincerely,
Steve Fitzgibbons

Steven Fitzgibbons, AICP
Intergovernmental Planner
Governmental Affairs Program
St. Johns River Water Management District
7775 Baymeadows Way, Suite 102
Jacksonville, FL 32256
Office (386) 312-2369
E-mail: sfitzgibbons@sjrwmd.com
Website: www.sjrwmd.com
Connect with us: [Newsletter](#), [Facebook](#), [Twitter](#), [Instagram](#), [YouTube](#), [Pinterest](#)



www.sjrwmd.com/epermitting

We value your opinion. Please take a few minutes to share your comments on the service you received from the District by clicking [this link](#)

Notices

- Emails to and from the St. Johns River Water Management District are archived and, unless exempt or confidential by law, are subject to being made available to the public upon request. Users should not have an expectation of confidentiality or privacy.
- Individuals lobbying the District must be registered as lobbyists (§112.3261, Florida Statutes). Details, applicability and the registration form are available at <http://www.sjrwmd.com/lobbyist/>

Received 1/17/17



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January 9, 2017

Mr. Dean Mims, AICP, Lead Planner
City of Gainesville
P.O. Box 490, Mail Station 11
Gainesville, FL 32627

RE: Regional Review of City of Gainesville Comprehensive Plan Draft Amendment
Item PB-16-107 LUC

Dear Dean:

Pursuant to Council Procedures, at a special meeting of the Clearinghouse Committee held January 5, 2017, the Clearinghouse Committee reviewed the above-referenced item on behalf of the Council. Subsequent to their review, the Committee voted to adopt the enclosed report.

If you have any questions concerning this matter, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200, extension 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

Enclosure

xc: Ray Eubanks, Florida Department of Economic Opportunity
Sherry Spiers, Florida Department of Economic Opportunity

v:\chous\letters\gainesville.170105.ltr.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central FJ	Regional Planning Council Item No.: 19
Review Date: 1/5/17	Local Government: City of Gainesville
Amendment Type: Draft Amendment	Local Government Item No.: PB-16-107 LUC
	State Land Planning Agency Item No.: 16-3ESR
Date Mailed to Local Government and State Land Planning Agency: 1/6/17 (estimated)	

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The amendment reclassifies approximately 157 acres of recently-annexed land from County Medium High Density Residential (8-14 dwelling units per acre) and County Low Density Residential (1-4 dwelling units per acre) to City Mixed-Use Medium Intensity (12-30 dwelling units per acre), Mixed-Use Low Intensity (8-30 dwelling units per acre), Residential Medium-Density (8-30 dwelling units per acre), Residential Low-Density (up to 12 dwelling units per acre) and Single-Family (up to 8 dwelling units per acre. See attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The subject property of the amendment is located adjacent to Interstate Highway 75, which is identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The subject property is also located within City Transportation Mobility Program Area D and is subject to the requirements of City Transportation Mobility Element Objective 10.1 and associated policies (see attached). The City Transportation Element objective requires the implementation of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan. Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network. Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

The subject property of the amendment is located within a Stream-to-Sink Watershed which is identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts are not anticipated to occur to the natural resources as, the City Comprehensive Plan contains adequate policy direction consistent with the regional plan to mitigate adverse impacts to the natural resources (see attached).

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendments?

Yes X No _____

Not Applicable _____

It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

Clearinghouse Committee Action: At its January 5, 2017 meeting, the Committee voted to adopt this report as official Council comment as per Clearinghouse Committee Procedures.

**Land Use Designations
City of Gainesville**

- SF Single-Family (up to 8 units/acre)
- RL Residential Low-Density (up to 12 units/acre)
- RM Residential Medium-Density (8-30 units/acre)
- MUL Mixed-Use Low-Intensity (8-30 units/acre)
- MUM Mixed-Use Medium-Intensity (12-30 units/acre)
- CON Conservation
- PF Public Facilities

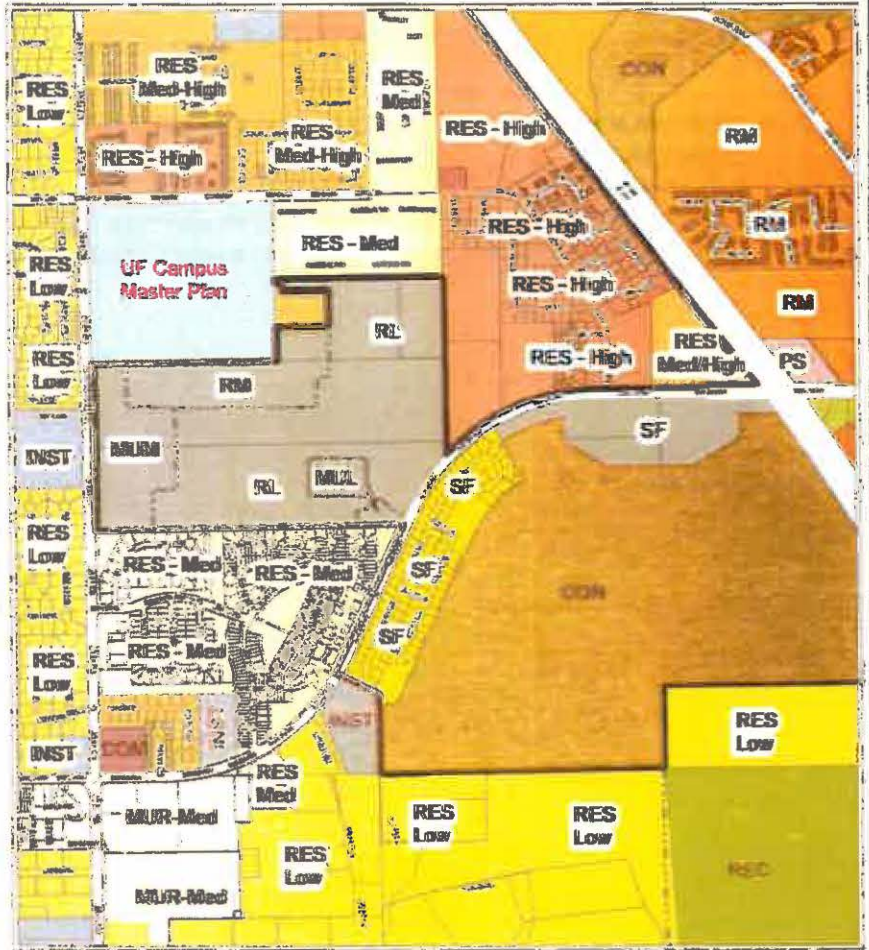
**Land Use Designations
Alachua County**

- RES - Low Residential Low-Density (1-4 units/acre)
- RES - Med Residential Medium-Density (4-8 units/acre)
- RES - Med/High Residential Medium-High Density (8-14 units/acre)
- RES - High Residential High-Density (14-21 units/acre)
- COM Commercial
- INST Institutional
- REC Recreation
- MUR-Med Mixed-Use Residential Medium Density (4-8 units/acre)
- UF UF Campus Master Plan

**City of Gainesville—DEO No. 16-3ESR
Petition No. PB-16-107 LUC
Legislative Matter No. 160393**

Area under petition consideration

Division line between two land use categories
City Limits



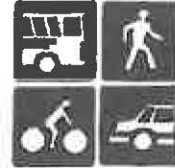
PROPOSED LAND USE



Name	Petition Request	Petition Number
City of Gainesville	Amend the City of Gainesville FLUM from Alachua County Medium High Density Residential (RMH) and Low Density Residential (RL) to City of Gainesville MUL, MUM, RM, RL and SF	PB-16-107 LUC

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN**

Goals, Objectives
& Policies



Transportation Mobility Element

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE "YEAR 2035 LONG RANGE TRANSPORTATION PLAN" WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

Objective 1.1 The City shall adopt the following transportation mobility levels of service (LOS). These levels of service are solely for planning purposes and are not used to apply transportation concurrency.

Policy 1.1.1 Roadway LOS:



**Goals,
Objectives
& Policies**

- a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS D to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.
- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2

Transit LOS:

- a. The City shall strive to provide fixed-route transit service within ¼ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within ¼ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3

Pedestrian LOS:

- a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.
- c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4

Bicycle and Trail LOS:

- a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
- b. New streets shall be designed and constructed to include bicycle facilities.



**Goals,
Objectives
& Policies**

Florida Department of Transportation and the Metropolitan Transportation Planning Organization.

- Policy 9.3.1** The City shall ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.
- Objective 9.4** Coordinate airport growth with appropriate aviation or other related organizations.
- Policy 9.4.1** The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- Policy 9.4.2** The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

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**
- H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**

- Objective 10.1** The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.



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- Policy 10.1.1** All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2** All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3** Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation 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.
- Policy 10.1.4** For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. 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.
- 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 transit 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 between 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 of land or conveyance of easements. The License Agreement 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



**Goals,
Objectives
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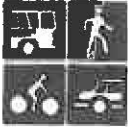
in the Access Management portion of the Land Development Code;
and

- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also 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.

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8



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<p>Greater than 5,000</p>	<p>At least 12 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. 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 3 years.
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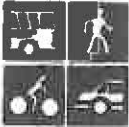
Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. 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 lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPo, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. 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.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. 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.



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- i. **Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.**
- j. **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.**
- k. **Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.**
- l. **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.**
- m. **In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote 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.**
- n. **Widening of existing public sidewalks to increase pedestrian mobility and safety.**
- o. **Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.**
- p. **Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.**
- q. **Funding for the construction of new or expanded transit facilities.**
- r. **Construction of bus shelters built to City specifications.**
- s. **Bus shelter lighting using solar technology designed and constructed to City specifications.**
- t. **Construction of bus turn-out facilities to City specifications.**

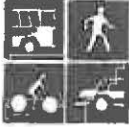


**Goals,
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- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

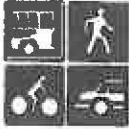
Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 3
101 to 400	At least 4.5
401 to 1,000	At least 7.5
1,001 to 5,000	At least 12
Greater than 5,000	At least 18 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. 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 3 years.



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Zone C Criteria

- a. **Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:**
 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;**
 3. **extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and**
 4. **extension of SW 40th Place from SW 27th Street to SW 47th Avenue.**
- b. **Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.**
- c. **Use of joint driveways or cross-access connections to reduce curb cuts.**
- d. **Intersection and/or signalization modifications to address congestion management, including, but 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. 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, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.**
- e. **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.**
- f. **Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.**
- g. **Provision of matching funds for transit or other transportation mobility-related grants.**
- h. **Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the**



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addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- j. Pedestrian-scale lighting in priority areas, including:
 - 1. SW 35th Place;
 - 2. SW 37th/39th Blvd.;
 - 3. SW 23rd Terrace; and
 - 4. Williston Road.
- k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- m. Funding for the construction of new or expanded transit facilities.
- n. Construction of bus shelters built to City specifications.
- o. Bus shelter lighting using solar technology designed and constructed to City specifications.
- p. Construction of bus turn-out facilities to City specifications.
- q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- r. Business operations shown to have limited or no peak-hour roadway impact.
- s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate 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.



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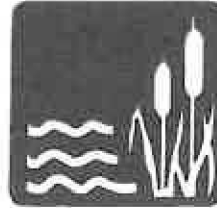
- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Construction of an extension of SW 47th Avenue to connect from its terminus east and south to Williston Road.
- c. Funding for the construction of new or expanded transit facilities.

Policy 10.1.9

For any development or redevelopment within Zone D, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. 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 3 years.

Goals, Objectives & Policies



Stormwater Management Element

DESIGN, CONSTRUCT AND MAINTAIN A STORMWATER MANAGEMENT SYSTEM THAT REDUCES THE INCIDENCE OF FLOODING, AND PROTECTS, PRESERVES AND ENHANCES DESIRABLE WATER QUALITY CONDITIONS, AND TO THE MAXIMUM EXTENT FEASIBLE, PRESERVES AND UTILIZES THE EXISTING NATURAL SYSTEMS.

GOAL 1

The City shall implement Level of Service (LOS) standards to diminish the occurrence of new flooding and to protect or improve water quality. The LOS standards for Stormwater Management are in the Concurrency Management Element.

Objective 1.1

1.1.1 The LOS standards for all stormwater management facilities shall be the 100-year critical duration storm. The LOS standard for water quality treatment shall be treatment of "first one (1) inch" of runoff and compliance with the stormwater management facility design and performance standards established by the applicable water management district to ensure that the receiving water quality standards of Chapter 62-302 F.A.C. are met and to ensure that receiving surface waters maintain their classifications as established in Chapter 62-302 F.A.C. These standards shall apply to all new development and redevelopment. Any exemptions, exceptions, or thresholds in the Florida Administrative Code (F.A.C.) citations are not applicable.

Policies

1.1.2 The City shall continue to comply with the adopted Land Development Regulations that establish and apply uniform design standards and procedures to the development of water quantity and quality control facilities.

1.1.3 The City shall continue to comply with the adopted Land Development Regulations that provide standards for the design of facilities in volume sensitive drainage basins.

*Revised 5/24/00, Ord. 980683
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/18/12, Ord. 110172
Revised 2/21/13, Ord. 120209*



Objective 1.2

The City shall continue to comply with its stormwater management plan that addresses existing deficiencies and identified needs.

Policies

1.2.1 Master stormwater basin plans shall be prepared and finalized for each creek watershed. Such plans shall address:

- a. The potential for infill development within each basin;
- b. The encroachment of existing developed areas in the 100-year floodplain;
- c. The efficacy of regional stormwater basins and potential locations;
- d. An assessment of stormwater management facilities with regard to excess and deficiencies in stormwater storage and rate capacity;
- e. An assessment of stormwater treatment facilities;
- f. Removal of invasive vegetation from city-owned facilities; and
- g. Recreating/restoring the natural drainage patterns of watercourses and wetland areas.

1.2.2 The Level 1 capital improvements for 2010 through 2020 shall be as follows:

1. Depot Stormwater Basin as shown in the 5-Year Schedule of Capital Improvements. Located south of S.E. Depot Avenue.
2. Sweetwater Branch Restoration/Paynes Prairie Sheetflow Restoration (General Government portion) as shown in the 5-Year Schedule of Capital Improvements. Located on Sweetwater Branch at Paynes Prairie.
3. Little Hatchet Creek and Lake Forest Creek Basin Management Plan as shown in the 5-Year Schedule of Capital Improvements.
4. N.W. 22nd Street Drainage (West Brook) as shown in the 5-Year Schedule of Capital Improvements.
5. S.W. 35th Terrace Flood Mitigation as shown in the 5-Year Schedule of Capital Improvements.

*Revised 6/24/00, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172*

The City shall ensure that proper and adequate stormwater management facilities are provided to meet future needs.

Objective 1.3

Policies

- 1.3.1 The City shall continue to conduct assessments on an as needed basis, to determine the performance of design standards and stormwater management projects with regard to maintaining and/or reducing the elevation of the 10-year flood channel and 100-year floodplain, especially where such elevations would indicate inundation of existing developed areas. If the assessment indicates that the flood potential has increased, new development shall be restricted until such time as additional standards are implemented and/or stormwater management improvements are provided to meet the impact of such development.
- 1.3.2 The City shall continue to inventory all city-maintained stormwater management facilities, conveyance systems and structures.
- 1.3.3 Stormwater projects identified in the Stormwater Element shall be included in the Capital Improvements Element of this plan.
- 1.3.4 The City shall continue to study existing deficiencies identified in the needs assessment and proposed capital improvements shall be prioritized.
- 1.3.5 The City shall continue to coordinate with Alachua County and other governmental entities to maintain the existing capacity and function of shared watersheds and to design floodplain elevation standards at or below the 10-year flood channel and 100-year floodplain as established by the most recent Flood Insurance Rate Map (FIRM) of the Federal Emergency Management Agency (FEMA) or a localized study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department.
- 1.3.6 The City shall continue to comply with adopted stormwater quantity and quality design standards for the redevelopment of existing sites that have substandard or no on-site stormwater management facilities.
- 1.3.7 The City shall continue to review information required for site plan submittal for completeness and revise these requirements to reflect current engineering practice.
- 1.3.8 The City shall continue to comply with the procedure for amending the 10-year flood-channel and 100-year floodplain elevations as may be determined by a site-specific engineering study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department.

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000604
Revised 1/13/12, Ord. 110172
Revised 2/21/13, Ord. 120209*



1.3.9 The rate of stormwater runoff from any development shall be limited to the pre-development (conditions existing at the point of adoption of this Plan) rate for a site, and shall not degrade the capacity of existing stormwater facilities.

1.3.10 In conjunction with the Record of Decision as finalized by the Environmental Protection Agency (EPA) and the National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge Permit issued by the Florida Department of Environmental Protection, stormwater runoff from the Cabot-Koppers Superfund site shall be treated on-site so that it does not pose a danger to the community.

Objective 1.4

The City shall continue the implementation of a maintenance program for all surface drainage systems, that are the responsibility of the City, for the continued effective operation of the stormwater management system.

Policies

1.4.1 The City shall continue to have a regular inspection program for all surface drainage systems that are the responsibility of the City.

1.4.2 The Stormwater Management Utility Program shall include a maintenance schedule for the regular repair and/or replacement of storm water facilities for which the City has responsibility.

1.4.3 Projects to correct existing deficiencies shall be reviewed in accordance with the following priorities in the development of the Stormwater Management Utility Capital Improvement Program:

- a. Projects designed to reduce or eliminate structure flooding in known problem areas;
- b. Projects designed to improve the quality of water flowing into receiving creeks, lakes and sinkholes;
- c. Projects designed to reduce street flooding during storm events ranging up to the 25-year storm;
- d. Projects designed to reduce or eliminate flooding potential of structures in the 100-year floodplain;
- e. Projects designed to reduce the channelization of creeks, and to restore habitat and wetlands;
- f. Projects designed to reduce maintenance costs.

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000804
Revised 1/19/12, Ord. 110172
Revised 2/21/13, Ord. 120209*

The City shall continue to implement an integrated stormwater management program for redevelopment.

Objective 1.5

- 1.5.1 **The City shall implement Land Development Regulations that allow shared or joint-use stormwater facilities, including public or private master stormwater basins.**
- 1.5.2 **The City may allow the use of off-site stormwater management facilities to meet the applicable stormwater quality and/or quantity standards required by the Public Works Design Manual.**

Policies

The City shall continue to comply with adopted Land Development Regulations that improve inspection procedures and improve coordination with other agencies to protect, and preserve or improve the quality of discharges from stormwater management facilities to natural surface waters and aquifers. Additionally, all new stormwater management facilities shall meet the applicable Water Management District's regulations.

Objective 1.6

- 1.6.1 **Except as otherwise stipulated in the Stormwater Management Element, water quality LOS standards in all basins shall be consistent with the standards of the applicable Water Management District or shall receive treatment of the first "one inch" of runoff, whichever results in greater water quality improvement.**
- 1.6.2 **The City shall continue to comply with adopted Land Development Regulations that restrict activities known to adversely affect water quality within the Murphree Wellfield Protection Zones.**
- 1.6.3 **The City shall continue to comply with adopted Land Development Regulations that regulate erosion and sedimentation both during and after construction.**
- 1.6.4 **The City shall continue to comply with code enforcement procedures and penalties that help obtain compliance with the approved facility design and function.**
- 1.6.5 **Stormwater management facilities shall be inspected during construction and periodically after construction to determine that proper construction, operation and maintenance are ongoing.**
- 1.6.6 **The City shall incorporate Low Impact Development (LID) guidelines consistent with those by the state Water Management Districts or the Florida Department of Environmental Protection.**

Policies



Objective 1.7

The City shall continue to encourage the preservation and protection of existing drainage features.

Policies

- 1.7.1 The City shall continue to comply with adopted Land Development Regulations that protect the intrinsic functions of wetlands and accommodate a variety of wetland conditions, such as size of wetland areas, maintenance or restoration of natural hydroperiods, and diversity of vegetation.**
- 1.7.2 The City shall acquire rights to wetlands and other environmentally sensitive areas in order to further the open space objectives of the Conservation, Open Space and Groundwater Recharge Element of this Plan, and to retain the intrinsic stormwater management functions of these areas. The hydrological and ecological functions of related wetland areas should be preserved, restored, or enhanced as appropriate to the extent feasible.**
- 1.7.3 The City shall regulate developments containing wetlands consistent with the Conservation, Open Space and Groundwater Recharge Element policies.**
- 1.7.4 There shall not be any decrease in the capacity of floodplains nor any destruction of creeks regulated by the "Regulation of Development Near Creeks" ordinance.**
- 1.7.5 The City shall develop guidelines in the Land Development Regulations and the Public Works Engineering Design Manual that encourage or require Low Impact Development (LID) concepts and other environmentally sensitive design guidelines for stormwater management facilities.**

Objective 1.8

Effective groundwater recharge shall continue to be required where soil conditions permit.

- 1.8.1 The City shall continue to comply with adopted Land Development Regulations that promote increased volumes of groundwater recharge, for all new development, where soil conditions permit.**

Objective 1.9

The City shall continue to implement stormwater management facility design guidelines that promote dual use and aesthetically pleasing facilities.

Policies

- 1.9.1 The City shall have guidelines that promote the following:**

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000604
Revised 1/19/12, Ord. 110172*



- a. Joint use of retention and detention basins for habitat, open space, and passive recreation, including the establishment and use of trails;
- b. Use of native and non-invasive vegetation, in retention and detention basins to enhance storm water management objectives;
- c. Integration of on-site retention and detention facilities with other elements of a development through aesthetically sensitive design and appropriate landscaping;
- d. Maintenance and, where possible, enhancement of the existing hydrological and ecological function of stream or drainage corridors, and of wetland areas which serve storm water facilities; and
- e. Removal of invasive vegetation.

1.9.2 Stormwater management facilities shall be designed to minimize the need for maintenance.

The City shall have funds available to pay for the Stormwater Projects listed in the 6-year Schedule of Capital Improvements Identified in the Stormwater Management Element.

Objective 1.10

1.10.1 The City shall provide at least \$200,000 annually for Stormwater Projects.

Policy