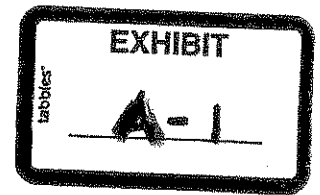


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Appendix A



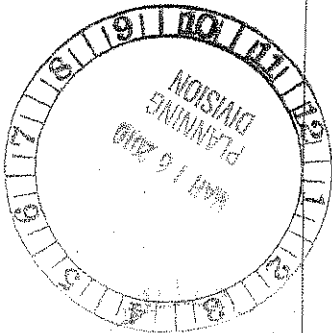
- 1.1.6 The City shall encourage community-serving facilities, such as government offices, farmers markets, and convention centers to be centrally located, instead of in dispersed, remote, peripheral locations. Public, community-serving facilities should be developed primarily in the city's central core, and, as appropriate, in neighborhood centers. Private, community-serving facilities should be discouraged from locating in peripheral locations.

Objective 1.2

Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

Policies

- 1.2.1 The City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.
- 1.2.2 The City should use design standards in the land development code to ensure that higher densities are livable.
- 1.2.3 The City should encourage mixed-use development, where appropriate.
- 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.
- 1.2.5 The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- 1.2.6 The City should encourage or require buildings to put "eyes on the street" with front facade windows and doors.
- 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street—to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods—knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.
- 1.2.8 Gated residential developments shall be prohibited to keep all parts of the community accessible by all citizens, and to promote transportation choice.
- 1.2.9 The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.





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.

GOAL 3

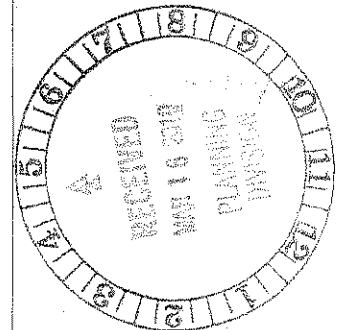
The City shall protect environmentally sensitive land, conserve natural resources and maintain open spaces identified in the Future Land Use Map Series, through the Development Review Process and land acquisition programs.

Objective 3.1

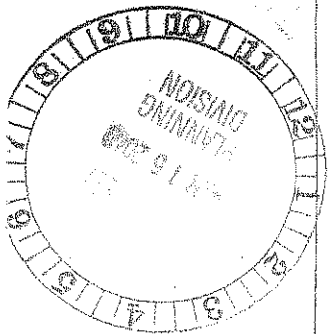
3.1.1 At a minimum the following standards and guidelines shall be used to protect environmentally sensitive resources identified in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series. The City shall develop and adopt land development regulations that establish criteria for expansion of the minimum standards addressed below.

Policies

- a. Creeks: Between 35 and 150 feet from the break in slope at the top of the bank, there is a rebuttable presumption that development is detrimental to the regulated creek. Development must conform to applicable provisions of the land development regulations which prohibit development within a minimum of 35 feet of the break in slope at the top of the bank of any regulated creek.
- b. Wetlands: Developments containing wetlands must avoid loss of function or degradation of wetland habitat and/or wetland hydrology as the highest priority.
- c. Lakes: Developments containing or adjacent to a natural lake (or lakes) must not adversely impact the condition of the lake. Dredge and fill shall be prohibited. Development shall be prohibited within 75 feet of the landward extent of a lake.
- d. Wellfields: Developments must be consistent with Policy 2.3.2 of the Conservation, Open Space and Groundwater Recharge Element.
- e. Major Natural Groundwater Recharge Areas: Developments within this area must be consistent with Policies 2.3.3 and 2.3.5 of the Conservation, Open Space and Groundwater Recharge Element.
- f. Upland Areas: Developments within an area identified as Upland must submit an ecological inventory of the parcel. Based on the inventory, development may be allowed on up to the maximum of 75 percent of the parcel.



- 3.1.2 The City shall regulate development in high aquifer recharge areas that, at a minimum, meet the standards and guidelines of the St. Johns River or Suwannee River Water Management Districts as applicable and Policies 2.3.5 and 2.3.6 of the Conservation, Open Space and Ground-water Recharge Element.
- 3.1.3 The City shall coordinate with the Florida Department of Environmental Protection and other agencies with regulatory authority over hazardous materials management in the review of any development proposal involving the use or generation of hazardous materials through the development review process.
- 3.1.4 The City shall protect floodplain areas through existing land development regulations that:
- a. Prohibit development within the flood channel or floodplain without a city permit;
 - b. Prohibit filling in the flood channel by junk, trash, garbage, or offal;
 - c. Prohibit permanent structures in the flood channel, except for those necessary for flood control, streets, bridges, sanitary sewer lift stations, and utility lines;
 - d. Prohibit the storage of buoyant, flammable, explosive, toxic or otherwise potentially harmful material in the flood channel;
 - e. Prohibit development within the floodplain that would reduce the capacity of the floodplain;
 - f. Prohibit development that would exacerbate post-development soil erosion, create stagnant water, or cause irreversible harmful impact on flora and fauna;
 - g. Limit flood channel uses to agriculture, conservation, recreation, lawns, yards, gardens, and parking areas; and
 - h. Limit floodplain uses to any launching areas for boats and structures to at least one foot above the 100-year flood elevation in addition to those allowed in the flood channel.
- 3.1.5 The Master Flood Control Maps adopted by the City Commission and on file in the City's Public Works Department shall be used to designate floodplains and flood channels. Areas not shown on the Master Flood Control Maps are subject to the floodplain and flood channel delineations shown on the national flood insurance maps of the Federal Emergency Management Agency.



The City shall protect historic architectural and archaeological resources by using the following policies.

- 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlay Districts shall be consistent with the goals, objectives and policies of the Historic Preservation Element.
- 3.2.2 The City shall continue to identify, designate and protect historical resources through the land development regulations, in keeping with the Historic Preservation Element.
- 3.2.3 By 2003, the City shall incorporate known archeological sites into its geographic information system.

Objective 3.2

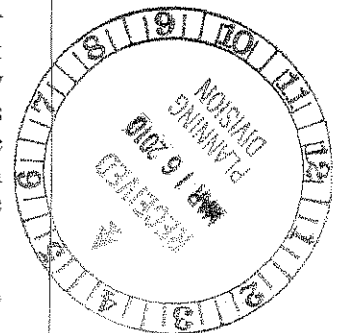
Policies

Provide adequate land for utility facilities and that utility facilities be available concurrent with the impacts of development using the following policies.

- 3.3.1 The City shall continue to determine and monitor whether facilities and services serving proposed development meet established Level of Service standards using the Concurrency Management System.
- 3.3.2 Prior to the approval of an application for a development order or permit, a concurrency analysis shall be made, and no final development order shall be issued unless existing facilities and services have capacity in accordance with locally adopted Level of Service (LOS) standards and/or the Transportation Concurrency Exception Area, or unless the final development order is conditioned upon the provision of such facilities and services being available at the time the impact of the development will occur.
- 3.3.3 No final development order shall be issued unless the required on-site and off-site utilities needed to serve that development have received a development permit concurrent with the proposed development.

Objective 3.3

Policies



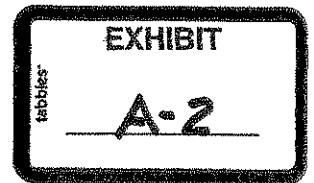
The City shall ensure that services and facilities needed to meet and maintain the LOS standards adopted in this Plan are provided.

- 3.4.1 The City shall continue to require of the development facilities needed to serve the development prior to the issuance of any development order.
- 3.4.2 The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan or development, including the densities and intensities of development.

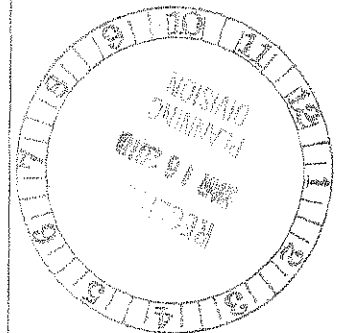
Objective 3.4

Policies

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- 2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so that at least one linear mile of sidewalk is installed annually.
- 2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial, collector and local streets, and place such an inventory on the city Geographic Information System to assist in the identification of gaps and priorities.
- 2.1.4 By 2002, the City shall identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within the urban area—particularly in pedestrian-oriented areas, or adjacent to, such as downtown, UF, and other neighborhood (activity) centers.
- 2.1.5 By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides.
- 2.1.6 The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.
- 2.1.7 Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties.
- 2.1.8 Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle and pedestrian travel. Such changes shall include safety features for bicycles and pedestrians to offset any negative impact the modification may otherwise create.
- 2.1.9 The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left-turn lanes and areas where a large volume of pedestrians and bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets (or any street with a crossing distance greater than 60 feet).
- 2.1.10 In new development or redevelopment, walking and bicycling shall be promoted by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic in commercial areas.
- 2.1.11 Drive-throughs shall be prohibited or restricted in areas where high pedestrian volumes are expected, or where walkable areas are designated or anticipated. Restrictions shall include number of lanes, width and turning radius of lanes, and entrance to and exit from the drive-through.



PB-10-17 PSZ
Supervisor of Elections

Policies

1.1.3 In order to promote redevelopment and infill in the eastern portion of the city and the area near the University of Florida, Zone A is hereby established as a sub-area of the TCEA. Except as shown in Policy 1.1.4 and Policy 1.1.14, funding for multi-modal transportation modifications and needs in Zone A shall be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds. Transportation modifications, which are required due to traffic safety and/or operating conditions and are unrelated to transportation concurrency shall be provided by the developer.

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

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

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

