



PLANNING & DEVELOPMENT SERVICES DEPARTMENT  
PO Box 490, STATION 11  
GAINESVILLE, FL 32627-0490

306 N.E. 6<sup>TH</sup> AVENUE  
P: (352) 334-5022  
P: (352) 334-5023  
F: (352) 334-2648

**TO:** City Plan Board **Item Number: 6**

**FROM:** Planning & Development Services Department **DATE: October 25, 2012**  
Staff **Revised: Dec. 11, 2012**

**SUBJECT:** PB-12-112 CPA. City Plan Board. Amend the City of Gainesville  
Comprehensive Plan Future Land Use Element for the Evaluation and  
Appraisal process

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### Recommendation:

Approve Petition PB-12-112 CPA, which includes addition of the Historic Preservation Map Series, corrections to city limits on the Special Study Area—Idylwild/Serenola and Innovation Zone maps, and deletion of the following maps from the Future Land Use Map Series: Transportation Concurrency Exception Area; Designated Urban Redevelopment Area; Designated Urban Infill and Redevelopment Area; and General Soil Associations.

### Discussion

This petition is an update to the Gainesville Comprehensive Plan for the Evaluation and Appraisal process. Staff is proposing several amendments to the Future Land Use Element (see Exhibit A-1). Most of the amendments are associated with statutory changes enacted in 2011 by the Florida legislature. The revisions must be adopted as part of the City's Evaluation and Appraisal update.

The reasons for these revisions include:

- Amendments for consistency with Chapter 2011-139, Laws of Florida (HB 7207)
- Amendments to reflect deletion of Rule 9J-5, Florida Administrative Code requirements per HB 7207
- Deletion of policies related to completed actions
- Deletion of policies related to discontinued programs
- Addition of new and revised maps

Several new policies were added that reflect the new statutory requirements. These include requirements for: analysis of Comprehensive Plan amendments; reduction in urban sprawl; compatibility of land uses within the vicinity of the Gainesville Regional Airport, and location of new public schools proximate to urban residential areas.

References to the City's Concurrency Management Element and Transportation Concurrency Exception Area (TCEA) were deleted because transportation concurrency will be rescinded and the Concurrency Management Element will be deleted as part of the overall update of the Comprehensive Plan for the Evaluation and Appraisal process. New policy references are added concerning the City's proposed Transportation Mobility Program (TMP), which will be used to

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ensure adequate transportation facilities but be unrelated to transportation concurrency. The TMP will be adopted as part of the update of the Transportation Mobility Element.

Multiple policies were deleted that directed the City to complete a certain action or study by a specified date because these actions have been completed. Finally, there are a few changes required for internal consistency with the City's Comprehensive Plan.

Exhibit A-2 contains the Supplemental Data & Analysis Report for the Future Land Use Element. This information is intended to supplement and update the previous Data & Analysis Report dated February 2001. The Data & Analysis Report is an informational document and is not adopted.

The Supplemental Data & Analysis Report includes:

- A table showing updated acreages in each Future Land Use category
- Updated population projections for the new 10-year planning period for the Comprehensive Plan (2013-2023)
- Information about the character and location of the largest vacant properties in city limits
- Information about the availability of public services and facilities to serve the population
- Information about the need for redevelopment
- Information about the need for job creation, capital investment, and economic development
- Information about dealing with antiquated subdivisions

Exhibit A-3 consists of a new map series concerning Historic Districts and Designated Historically Significant Properties. This map series is being added to more clearly delineate the districts and designated historically significant properties and will become a part of the Future Land Use Map series. This is in accordance with a requirement in Chapter 2011-139, Laws of Florida (HB 7207). These maps must be adopted as part of Petition PB-12-112 CPA.

Exhibit A-4 is a map of the Special Study Area—Idylwild/Serenola that has been updated to reflect updated city limits boundaries. That is the only change on the map. This map must also be adopted as part of Petition PB-12-112 CPA.

Exhibit A-5 is a map of the Innovation Zone that has been updated to reflect updated city limits on the eastern side of Gainesville. That is the only change on the map. This map must also be adopted as part of Petition PB-12-112 CPA.

Exhibit A-6 is the latest version of the adopted Future Land Use Map updated to show annexed areas.

## **Background**

The Plan Board heard an information item presentation about some of the proposed amendments to the Future Land Use Element Goals, Objectives, and Policies on August 23, 2012. That presentation included information about the reasons for and types of changes being made. At that meeting the following Objectives and Policies were discussed:

- Objective 1.5, amendment of Policy 1.5.6, and deletion of Policy 1.5.7
- Deletion of Policy 2.1.4
- Amendment of Policy 2.1.5

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- Amendment of Policy 3.1.4
- Minor change in Policy 3.2.3
- Amendments to Policies 3.4.1 and 3.4.2 and deletion of 3.4.3
- Minor wording change in Objective 3.5
- Additions of new Policies 3.5.3 and 3.5.4
- Additions in Policy 4.1.3; deletion of Policy 4.1.4; changes in Policy 4.1.5
- Deletion of Policies 4.2.3 and 4.2.6
- Changes in Objective 4.5 and deletion of Policy 4.5.3
- Deletion of Objective 4.7 and Policy 4.7.1
- Deletion of Objective 4.10 and associated policies
- Deletion of Policies 5.1.1, 5.1.2, 5.1.3, 5.1.5, 5.1.6, and 5.1.7

The addition of the Historic Preservation map series was also presented, as were the updates of city limits lines for the Idylwild/Serenola and Innovation Zone maps.

On September 27, 2012, the Plan Board heard an information item related to updates of the population projections for inclusion in the Future Land Use Element Data and Analysis Report.

During the Plan Board's review of the Conservation Element, several maps in the Future Land Use Map Series related to Environmentally Significant Land and Resources were updated as part of that petition.

On October 25, 2012, the City Plan Board approved Petition PB-12-112 CPA (the update of the Future Land Use Element for the Evaluation and Appraisal process) with the exception of Policy 4.3.6. Policy 4.3.6 was continued to a date certain of the December Plan Board meeting on December 3, 2012 to provide adequate review time to the Butler Plaza development team. The Butler Plaza development team has had sufficient time to review the revisions, and the team is in agreement with the City's changes.

The policy revisions generally concern references to the Transportation Concurrency Exception Area (TCEA) and Concurrency Management Element. Since the Concurrency Management Element and TCEA are being deleted from the City's Comprehensive Plan, these changes are needed for consistency. All of these changes reflect the updates needed to the City's Comprehensive Plan for consistency with Chapter 2011-139, Laws of Florida (HB 7207).

The major changes in the policy include:

- Addition of a new Policy 4.3.6.c.5., which clearly lays out the transportation mobility provisions and recognizes the existence of the signed TCEA Zone M Agreement for this development and maintains its validity for the future; and,
- Amendments to reference requirements in the Planned Development (PD) ordinance adopted for this development.

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Respectfully submitted,



Onelia Lazzari, AICP  
Principal Planner

### **List of Exhibits**

- Exhibit A-1: Future Land Use Element Goals, Objectives, and Policies
- Exhibit A-2: Future Land Use Element Supplemental Data & Analysis Report
- Exhibit A-3: Historic Preservation Map Series
  - a. Northeast Historic District
  - b. Pleasant Street Historic District
  - c. Southeast Gainesville Historic District
  - d. University Heights Historic District—North
  - e. University Heights Historic District—South
  - f. Designated Historically Significant Properties
- Exhibit A-4: Special Study Area—Idylwild/Serenola
- Exhibit A-5: Innovation Zone
- Exhibit A-6: Future Land Use Map
- Exhibit B-1: Petition application form

## **Exhibit A-1: Future Land Use Element Goals, Objectives, and Policies**

**GOAL 1 IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE, DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.**

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

### **Policies**

- 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- 1.1.3 Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- 1.1.4 The city and its neighborhoods, to the extent possible, shall have a center focus that combines commercial, civic, cultural and recreational uses.
- 1.1.5 The city, to the extent possible, should contain an ample supply of squares, greens and parks whose frequent use is encouraged through placement, definition and design.
- 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.

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- 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.
- 1.2.10 The City should amend the land development code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.
- 1.2.11 The City should continue to allow home occupations in all residential areas provided they do not generate excessive traffic and parking. Home occupations should continue to be regulated through the land development code.
- ~~1.2.12 The Transportation Concurrency Exception Area (TCEA) shall be designated on the Future Land Use Map Series. All development within the TCEA shall meet the standards set in the Concurrency Management Element. Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.~~

**Objective 1.3 Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.**

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### **Policies**

- 1.3.1 When feasible, neighborhood centers should be designed to include a gridded, interconnected street network lined with street-facing buildings and buildings at least 2 stories in height.
- 1.3.2 Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.
- 1.3.3 Centers should, to the extent feasible, contain a range of mixed land use types— preferably within a one-quarter mile area— including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly and medical uses. The uses are compact, and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.
- 1.3.4 Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed use districts to lower densities at the edges.
- 1.3.5 Parking lots and garages should be subordinated, and limited in size.

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

#### **Policies**

- 1.4.1 Office complexes at least 10 acres in size shall, when feasible, include retail, service and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.
- 1.4.2 The City should require strategies such as traffic calming and transportation demand management to reduce traffic impacts experienced by residences in mixed-use areas.
- 1.4.3 Mixed-use development should emphasize transit design and compatible scale – compatible scale especially when facing each other on a street.
- 1.4.4 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.
- 1.4.5 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate, select a location and/or design the facility in such a way that collocation of the facility with a public school is either achieved with an existing school, or can be retrofitted for such a collocation.

### **Objective 1.5 Discourage ~~sprawling, low density dispersal of the urban population~~ the proliferation of urban sprawl.**

## Policies

- 1.5.1 The City shall continue robust code enforcement and law enforcement to discourage flight from the city due to excessive noise, excessive lighting, blight, illegal parking of cars, ill-kept properties, and illegal signage.
- 1.5.2 The City should work with the School Board of Alachua County to enhance schools within city limits, particularly to make the schools more accessible to students without a car.
- 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.
- 1.5.4 When citywide public improvements are planned, the City should prioritize core areas for the first enhancements, as appropriate—be they sidewalks, street re-paving, undergrounding utilities, street lights, and public parks.
- 1.5.5 The City ~~should encourage~~ recognizes Alachua County's use of the Urban Cluster, as adopted on their Future Land Use Map, to give consideration to establishing as an urban growth boundary.
- 1.5.6 The City certifies that the entire area within current city limits meets the Chapter 163.3164(29), Florida Statutes' definition of an existing urban service area as supported by the Data and Analysis Report. ~~The City hereby establishes city limits as an existing urban service area for the purposes of the Transportation Concurrency Exception Area (TCEA).~~
- ~~1.5.7 The City also establishes, as supported by the Data and Analysis Report, within the existing urban service area, as of the effective date of this amendment, a designated urban redevelopment area pursuant to Chapter 163.3164(26), Florida Statutes. The Designated Urban Redevelopment Area shall be part of and shown in the adopted Future Land Use Map Series.~~
- ~~1.5.8 TCEA boundary changes require amendment of the City of Gainesville Comprehensive Plan (Future Land Use, Concurrency Management and Transportation Mobility Elements' maps) in accordance with Chapter 163.3184, Florida Statutes.~~
- 1.5.79 The future land use map should designate appropriate areas for multi-family residential development in close proximity to neighborhood centers and important transit routes. When appropriate and in a way not detrimental to single-family neighborhoods, the City should encourage the establishment of residential, retail, office, and civic uses within 1/4 mile of the center of neighborhood centers as an effective way to reduce car trips and promote transit, walking, and bicycling.



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

**Objective 2.1 Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.**

**Policies**

- 2.1.1 The City shall continue to develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.
- a. The City should consider the unique function and image of the area through design standards and design review procedures as appropriate for each redevelopment area;
  - b. The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;
  - c. The City should identify potential infill and redevelopment sites; provide an inventory of these sites; identify characteristics of each parcel including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;
  - d. The City should encourage retail and office development to be placed close to the streetside sidewalk.
- 2.1.2 The City's Future Land Use Plan should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.
- 2.1.3 The City should continue to concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.
- ~~2.1.4 The City shall designate an Urban Infill and Redevelopment Area for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives in the urban core. The designated Urban Infill and Redevelopment Area shall be part of and shown in the adopted, Future Land Use Map Series.~~

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2.1.45 The City shall strive to implement certain land use-related elements of Plan East Gainesville, including but not limited to:

- a. Establishing a three-tiered land use transect for east Gainesville to transition land development regulations from urban to suburban to rural; and.
- b. Coordinating with Alachua County in its development of a strategy for the Alachua County fairgrounds for creation of a mixed-use employment center; and.
- ~~e. Coordinating with Alachua County and the Tourist Development Council to evaluate the site east of Fred Cone Park as a potential cultural or recreational center to be compatible with the existing uses at Cone Park.~~

**Objective 2.2 The City shall work with community partners such as the University of Florida, Santa Fe Community College, the Gainesville Area Chamber of Commerce, Alachua County, and the School Board of Alachua County to help develop the Innovative Innovation Economy within the nonresidential areas of the Gainesville Innovation Zone (Note: The Innovation Zone map is part of the Future Land Use Map Series). For purposes of this objective, Innovative Innovation Economy means those technology firms and/or entities that bring a new process or technique to the production process and that are often, but not exclusively, related in some manner to University driven research, and are generally represented by sectors such as Agritechnology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.**

### **Policies**

- 2.2.1 The City shall use the City's Strategic/Action Plan for Economic Development and shall work with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.
- 2.2.2 The City shall review the comprehensive plan and the land development code on a bi-annual basis with respect to the appropriate development of the Gainesville Innovation Zone. Should such review conclude that any amendments to the comprehensive plan or land development code pertaining to the Gainesville Innovation Zone are needed, the City shall draft such amendments and present them to the City Plan Board.
- 2.2.3 The City shall work to ensure that adequate public infrastructure is in place for development of the Gainesville Innovation Zone.
- 2.2.4 The City shall work to ensure that pertinent local, state, and federal incentive programs are made available to those seeking Innovative Innovation Economy development opportunities.

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

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

**Objective 3.1 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.**

**Policies**

- 3.1.1 Standards and guidelines established in Conservation, Open Space, and Groundwater Recharge Element Objective 1.1 and its Policies 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 or in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department web site. The Future Land Use Element Environmentally Significant Land and Resources map series shall be updated from time to time to reflect the most current information in the GIS Map Library. In the periods between comprehensive plan updates, the GIS Map Library shall be the reference source.
- 3.1.2 The City shall regulate development in Floridan aquifer high 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 Groundwater 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 and flood channel areas consistent with Policy 2.4.9 of the Conservation, Open Space & Groundwater Recharge Element. ~~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;~~

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- ~~e. 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.~~

Floodplains and flood channels shall be delineated 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. (NOTE: this change is already being processed in Ordinance 120209 (Petition PB-12-58CPA) and will be transmitted to the Florida Department of Economic Opportunity on November 15, 2012)

**Objective 3.2 The City shall protect historic architectural and archaeological resources by using the following policies.**

**Policies**

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

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- 3.2.3 ~~By 2003, the~~ The City shall incorporate maintain the location of known archaeological and historic sites on file with the Florida Master Site File Office into its geographic information system.
- 3.2.4 The City shall include protection of archaeological resources in its land development regulations.

**Objective 3.3 Provide adequate land for utility facilities ~~and that utility facilities be available concurrent with the impacts of development using the following policies.~~**

**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.~~

The City shall coordinate with public and private utilities to ensure that adequate land is available for utility facilities.

- ~~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.~~

- 3.3.2 The availability of on-site and off-site utilities and the availability of adequate land to site the utility facilities needed to serve new development shall be a review requirement in the development review process.

- ~~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 3.4 The City shall ensure that services and facilities needed to meet and maintain the LOS standards adopted in this Plan are provided.**

**Policies**

- 3.4.1 The City shall continue to determine and monitor whether facilities and services to serve proposed development meet adopted Level of Service (LOS) standards, require of the development facilities needed to serve the development prior to the issuance of any development order. The Concurrency Management System shall be used to maintain adopted LOS standards that are included in the Concurrency Management System. Transportation LOS is excluded from the Concurrency Management System.

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- ~~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.~~
- 3.4.2 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~~ the City's adopted Level of Service (LOS) standards that are included in the Concurrency Management System, 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. Concurrency requirements shall be met consistent with Objective 1.2 and associated policies in the Capital Improvements Element.
- ~~3.4.3 The City shall continue to require that copies of any applicable, required federal, State, or regional permits shall be submitted prior to issuance of a final development order.~~
- 3.4.3 The City shall use the 5-Year Schedule of Capital Improvements to ensure the availability of adequate public facilities and services.
- 3.4.4. Notwithstanding the state law exemption in dense urban land areas from the state development-of-regional-impact (DRI) review process, as provided in Chapter 380.06 F.S. Chapter Law No. 2009-96, Laws of Florida, large developments that trip the DRI threshold shall be required to address their regional impacts, consistent with the City's coordination policies in the Intergovernmental Coordination ~~and Concurrency Management Elements~~. ~~This may involve mitigation of impacts on adjacent local government or State facilities as determined in the review process.~~
- 3.4.5 The City's Comprehensive Plan contained a Concurrency Management Element and Transportation Concurrency Exception Area (TCEA) first adopted in 1999. The City relied upon the provisions of the Concurrency Management Element and TCEA for the issuance of final development orders that include Planned Development ordinances that are still valid. The City recognizes that it is important to provide for a transition from the TCEA and Concurrency Management Element to a new Transportation Mobility Program (as adopted in the Transportation Mobility Element) for both the development community and the City. Therefore, notwithstanding the repeal of the Concurrency Management Element and TCEA in 2013 as part of the Evaluation and Appraisal update of the Comprehensive Plan, the City recognizes that agreements and conditions related to the Concurrency Management Element and the TCEA shall remain valid for those active final development orders approved while the Concurrency Management Element was in effect. Copies of the last adopted version of the Concurrency Management Element shall remain on file with the City's Planning and Development Services Department for the limited purpose of administering those active final development orders as though the program were still in full effect. Amendments to final development orders previously approved under the Concurrency Management Element provisions shall be subject to the transportation mobility program in effect at the time of application if the amendment alters the development's trip generation calculations. Developers may

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choose to opt into the new Transportation Mobility Program subject to meeting requirements for any new transportation studies necessary to evaluate the development.

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

**Policies**

3.5.1 The City shall continue to coordinate with governmental entities to ensure that the placement of public facilities promotes compact development and is consistent with the adopted LOS standards.

3.5.2 The review of development plans of government entities shall be consistent with the policies of the Intergovernmental Coordination Element of this Comprehensive Plan.

3.5.3 The City shall encourage the location of schools proximate to urban residential areas consistent with Policy 3.1.1 of the Public Schools Facilities Element.

3.5.4 The City shall designate compatible land uses within the vicinity of the Gainesville Regional Airport consistent with Chapter 333, Florida Statutes and Objective 9.2 of the Transportation Mobility Element.

**Objective 3.6 Land use designations shall be coordinated with soil conditions and topography.**

**Policies**

3.6.1 The City's land development regulations shall continue to require submission of soils and topographic information with any application for developments that require site plan approval or a septic tank permit. The review of development applications shall ensure that the proposed development adequately addresses the particular site conditions.

3.6.2 Wherever possible, the natural terrain, drainage, and vegetation of the city should be preserved with superior examples contained within parks or greenbelts.

3.6.3 To the extent feasible, all development shall minimize alteration of the existing natural topography.

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

**STATEWIDE GOALS FOR COMPACT DEVELOPMENT AND  
 EFFICIENT USE OF INFRASTRUCTURE.**

**Objective 4.1 The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed-use, office, ~~professional uses and industrial, education, agriculture, recreation, conservation, public facility, and institutional~~ uses at appropriate locations to meet the needs of the projected population and which allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.**

**Policies**

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

**Single-Family (up to 8 units per acre)**

This land use category shall allow single-family detached dwellings at densities up to 8 dwelling units per acre. The Single-Family land use classification identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development. Land development regulations shall determine the performance measures and gradations of density. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations in conjunction with single-family dwellings under certain limitations.

**Residential Low-Density (up to 12 units per acre)**

This land use category shall allow dwellings at densities up to 12 units per acre. The Residential Low-Density land use classification identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development, particularly the conservation of existing traditional low density neighborhoods, single-family attached and zero-lot line development, and small-scale multi-family development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations; accessory units in conjunction with single-family dwellings; and bed-and-breakfast establishments within certain limitations.



### **Residential Medium-Density (8-30 units per acre)**

This land use classification shall allow single-family and multi-family development at densities from 8 to 30 dwelling units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. The land shown as Residential Medium-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family, and medium-intensity multi-family development. Land development regulations shall determine gradations of density and specific uses. Land development regulations shall specify criteria for the siting of appropriate medium-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

### **Residential High-Density (8-100 units per acre)**

This category shall allow single-family and multi-family development at densities from 8 to 100 dwelling units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. This category shall also allow traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. The land shown as Residential High-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for high-intensity multi-family development, traditional neighborhood development, and secondary retail and office uses scaled to serve the immediate neighborhood. The intensity of secondary retail and office use cannot exceed 25 percent of the residential floor area. Land development regulations shall determine gradations of density, specific uses, percentage of floor area and maximum floor area appropriate for secondary uses. Land development regulations shall specify the criteria for the siting of high-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

### **Mixed-Use Residential (up to 75 units per acre)**

This residential district provides for a mixture of residential and office uses. Office uses that are complementary to and secondary to the residential character of the district may be allowed. An essential component of the district is orientation of structures to the street and the pedestrian character of the area. Office uses located within this district should be scaled to serve the immediate neighborhood and pedestrians from surrounding neighborhoods and institutions. Land development regulations shall set the district size; appropriate densities (up to 75 dwelling units per acre); the distribution of uses; appropriate floor area ratios; design criteria; landscaping, pedestrian, transit, and bicycle access; and street lighting. Land development regulations shall specify the criteria for the siting of public and private schools, places of religious assembly and community facilities within this category when designed in a manner compatible with the adoption of a Special Area Plan for that area. The intensity of office use cannot exceed 10

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percent of the total residential floor area per development.

### **Mixed-Use Low-Intensity (8-30 units per acre)**

This category allows a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses, and traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Residential development shall be limited to 8 to 30 units per acres. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by special use permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest (or no) front setbacks.

This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

### **Mixed-Use Medium-Intensity (12-30 units per acre)**

This category allows a mixture of residential, office, business and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as neighborhood center serving multiple neighborhoods. It is not expected that these areas shall be expanded significantly during this planning period. Land development regulations shall ensure a compact, pedestrian environment for these areas; provide guidelines for the compatibility of permitted uses; and ensure that such areas do not serve overlapping market areas of other designated medium-intensity neighborhood centers. Residential development shall be limited to 12 to 30 units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by special use

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permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. Buildings in this land use category shall face the street and have modest (or no) front setbacks.

### **Mixed-Use High-Intensity (up to 150 units per acre)**

This category allows a mixture of residential, office, business uses and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as a center serving the urban area. When in accord with all other land use regulations, residential densities up to 150 units per acre shall be permitted. Land development regulations shall be prepared to ensure the compact, pedestrian character of these areas. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 4 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. Buildings in this category shall face the street and have modest (or no) front setbacks. Floor area ratios in this district shall not exceed 10.00.

### **Urban Mixed-Use 1 (UMU-1: 8 -75 units per acre; and up to 25 additional units per acre by special use permit)**

This category allows a mixture of residential, retail, service and office/research uses. The Urban Mixed Use districts are distinguished from other mixed-use districts in that they are specifically established to support research and development in the physical, engineering and life sciences in close proximity to the University of Florida main campus. An essential component of the district is orientation of structures to the street and multi-modal character of the area. Retail and office uses located within this district shall be scaled to fit into the character of the area. Residential density shall be limited to 75 units per acre with provisions to add up to 25 additional units per acre by special use permit. Lots that existed on November 13, 1991 and are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. All new non single-family principal buildings shall have a minimum height of 24 feet. Building height shall be limited to 6 stories. Land development regulations shall set the appropriate densities; the distribution of uses; design criteria; landscaping, and pedestrian/vehicular access.

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**Urban Mixed-Use 2 (UMU-2: 10 to 100 units per acre; and up to 25 additional units per acre by special use permit)**

This category allows a mixture of residential, retail, service and office/ research uses. The Urban Mixed Use districts are distinguished from other mixed-use districts in that they are specifically established to support research and development in the physical, engineering and life sciences in close proximity to the University of Florida main campus. An essential component of the district is orientation of structures to the street and multi-modal character of the area. Retail and office uses located within this district shall be scaled to fit into the character of the area. Residential density shall be limited to 10 to 100 units per acre with provisions to add up to 25 additional units per acre by special use permit. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. All new non-single-family principal buildings shall have a minimum height of 24 feet. Building height shall be limited to 6 stories and up to 8 stories by special use permit. Land development regulations shall set the appropriate densities; the distribution of uses; design criteria; landscaping, and pedestrian/vehicular access. Land development regulations shall specify the criteria for the siting of public and private schools, places of religious assembly and community facilities within this category.

**Office**

The Office land use category identifies areas appropriate for office and residential uses. This category is intended to identify appropriate areas for professional and service uses, hospital and medical uses, compound and residential uses, and appropriate ancillary uses. Office designations shall be applied to compact office development. Residential uses in office districts shall be designed as new in-town development, mixed-use, live-work, compound use or shall accommodate existing residential development within the district. Densities shall not exceed 20 units per acre. Land development regulations shall determine the appropriate scale of uses; and the specific criteria for the siting of private schools and churches. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less, that require buildings to face the street, and modest build-to lines, instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by special use permit.

**Commercial**

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses, and, when designed sensitively, residential uses. Land development regulations shall determine the appropriate scale of uses. This category is not appropriate for neighborhood centers. Intensity will be controlled by adopting height limits of 5 stories or less, requiring buildings to face the street, and modest build-to lines instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by special use permit.

### **Business Industrial**

This land use category is primarily intended to identify those areas near the Gainesville Regional Airport appropriate for office, business, commercial and industrial uses. This district is distinguished from other industrial and commercial districts in that it is designed specifically to allow only uses that are compatible with the airport. Intensity will be controlled by adopting land development regulations that establish height limits consistent with the Airport Hazard Zoning Regulations. When not located within an airport zone of influence, this category may be used to designate areas for office, business, commercial and industrial uses, with a maximum height of 5 stories, and a maximum floor area ratio of 4.0. Land development regulation(s) shall specify the type and distribution of uses, design criteria, landscaping, pedestrian and vehicular access.

### **Industrial**

The Industrial land use category identifies those areas appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling and other ancillary uses, and, when designed sensitively, retail, office, service, and residential uses, when such non-industrial uses are no more than 25 percent of industrial area, or when part of a Brownfield redevelopment effort. Land development regulations shall determine the appropriate scale of uses and consider the externalities of such uses. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less and requiring buildings to face the street.

### **Education**

This category identifies appropriate areas for public and private schools and institutions of higher learning when located outside of neighborhood centers (activity centers). Land development regulations shall address compatibility with surrounding uses and infrastructure needs, except in a special area plan, where there shall be no floor area ratio maximum. The intensity of development on property covered by a special area plan shall be regulated by the Urban Design Standards that include building height, build-to lines, setback requirements and building coverage to determine intensity of use instead of a maximum floor area ratio.

### **Recreation**

This category identifies appropriate areas for public and private leisure activities. Land development regulations shall address the scale, intensity and buffering of structures and outdoor improvements. This category shall meet the appropriate intensities of use as established by the Recreation Element.

### **Conservation**

This category identifies areas environmentally unsuited to urban development, permanent buffers between land uses, areas used for passive recreation and nature parks. Privately held properties within this category shall be allowed to develop at single-family densities of 1 unit per 5 acres.

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Land development regulations shall determine the appropriate scale of activities, structures and infrastructure that will be allowed.

### **Agriculture**

This category identifies existing lands which are expected to continue in agricultural production and ancillary uses. Land development regulations shall allow single-family densities of 1 unit per 5 acres. It is not expected that lands designated for urban uses will be converted to agricultural production.

### **Public Facilities**

This category identifies administrative and operational governmental functions such as government offices, utility facilities and storage facilities. Maximum lot coverage in this district shall not exceed 80 percent.

### **Planned Use District**

This category is an overlay land use district which may be applied on any specific property in the City. The land use regulations pertaining to this overlay district shall be adopted by ordinance in conjunction with an amendment to the Future Land Use Map of this comprehensive plan. The category is created to allow the consideration of unique, innovative or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses and environmental conditions of the subject land. This district allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. This category shall allow traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Each adopting PUD overlay land use designation shall address density and intensity, permitted uses, access by car, foot, bicycle, and transit, trip generation and trip capture, environmental features and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement any specific development plan under a PUD. In the event that the overlay district has been applied to a site and no planned development zoning has found approval by action of the City Commission within 18 months of the land use designation, the overlay land use district shall be deemed null and void and the overlay land use category shall be removed from the Future Land Use Map, leaving the original and underlying land use in place.

- 4.1.2 Underlying densities and intensities of development within the future land use categories shall be consistent with the policies in the Conservation, Open Space and Groundwater Recharge, and Future Land Use Elements providing standards and criteria established for the protection of environmentally sensitive land and resources.
- 4.1.3 The City will review proposed changes to the Future Land Use Map by considering factors such as, but not limited to, the following:
  1. Consistency with the Comprehensive Plan;

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2. Compatibility and surrounding land uses;
3. Environmental impacts and constraints;
4. Support for urban infill and/or redevelopment;
5. Impacts on affordable housing;
6. Impacts on the transportation system;
7. An analysis of the availability of facilities and services; ~~and~~
8. Need for the additional acreage in the proposed future land use category;
9. Discouragement of urban sprawl as defined in Chapter 163.3164 Florida Statutes and consistent with the requirements of Chapter 163.3177(6)(a)9 Florida Statutes;
10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy; and,
11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Chapter 163.3164.

~~4.1.4 The Planned Development Zoning ordinance consistent with the Planned Use District Overlay district (Ordinance 990061) must be adopted by the city commission by August 12, 2002 or the overlay district shall be null and void, and the Future Land Use Map shall be amended accordingly upon proper notice. The underlying Future Land Use Map Category is "Single Family;" such category is inapplicable as long as the property is developed and used in accordance with the development plan approved in the ordinance rezoning this property to Planned Development "PD".~~

~~4.1.45 By 2002, the City will consider amending the land use designations of certain parcels along NW 13th and SW 13th Street in order in the city to discourage strip commercial uses and encourage the addition of residential uses to the current use mix. a mix of residential and non-residential uses.~~

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

### **Policies**

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

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~~4.2.3 Prior to a final development order during the Development Review Process, the intensity of use appropriate to any parcel shall be determined based upon the availability of public services and facilities to meet urban needs, the capacity of such facilities and services to serve the proposed land use without degrading LOS standards (as determined through LOS standards), and the compatibility of the proposed land use with that of surrounding existing land uses and environmental conditions specific to the site.~~

4.2.34 The existence of non-residential uses on one or more corners of an intersection will not justify approval of the development of all corners with the same or similar use, nor does the existence of non-residential uses on a major arterial street dictate that all frontage must be similarly used.

4.2.45 The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.

~~4.2.6 By 2002, the City shall prepare a study of its industrial zoning to determine if revisions are necessary in order to protect the quality of life in the city.~~

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

**Policies**

4.3.1 The Central City Town Center shall integrate the University of Florida, ~~Alachua General Hospital~~ the Innovation Square area, and the Central City District into one dynamic core.

4.3.2 The Morningstar Area shall be regulated by the following:

- a. Any development and/or subdivision of land within the Morningstar Area shall be consistent with the City's land development regulations.
- b. Livestock uses which existed prior to January 31, 1994, shall be deemed legally nonconforming uses. However, there shall be no new livestock uses introduced or expansions of existing uses without a city-issued livestock or fowl permit as provided in the Code of Ordinances.
- c. A building permit may be issued for a single-family dwelling on an existing lot of record as of January 31, 1994, if all of the following provisions apply:
  1. minimum lot size of 0.50 acres;
  2. a perpetual easement improved by a road or drive which connects the lot to a dedicated public right-of-way that is capable of supporting police and fire emergency vehicles in the opinion of the City's Traffic Engineer; and



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3. the lot will legally meet the requirement for provision of potable water and disposal of sewage.

4.3.3 The Orton Trust Planned Use District shall consist of a mix of residential and non-residential uses under the following conditions and restrictions:

- a. A planned development zoning ordinance consistent with the planned use district must be adopted by the City Commission within one year of the effective date of the land use change. If the aforesaid zoning ordinance is not adopted within the one year period, then the overlay district shall be null and void and of no further force and effect and the Future Land Use Map shall be amended accordingly to the appropriate land use category upon proper notice. The planned development zoning ordinance shall specify allowable uses and design standards consistent with traditional neighborhood design principles.
- b. The overall residential density must meet a minimum of 6 units per acre and a maximum of 8 units per acre, excluding wetlands. The residential density shall be no greater than 8 units per acre in single family detached residential dwellings along Northwest 31st Avenue.
- c. No non-residential activity, with the exception of places of religious assembly or private schools, shall be allowed along Northwest 31st Avenue or within 500 linear feet north of the frontage of Northwest 31st Avenue.
- d. A maximum of 80,000 square feet of non-residential use, including retail/commercial, eating places, office, civic, schools, day care centers, and places of religious assembly shall be allowed. A maximum of 600 feet of the Northwest 39th Avenue frontage shall be used for non-residential uses. The total allowable retail/commercial uses shall not exceed 40,000 square feet. Retail/commercial uses shall be as defined by the 1987 Standard Industrial Classification Manual major groups 52 thru 57 inclusive, 59; and 70 thru 79 inclusive. All non-residential uses on the perimeter of the planned use district shall be adequately buffered from surrounding residential uses through the use of greenspace, fences, or walls. The buffer widths shall be established in the planned development zoning ordinance.
- e. A minimum of 40,000 square feet of residential use shall be required above the first or second story of non-residential uses, and may be placed above the first or second story of any part of the 80,000 square feet of non-residential use authorized by this planned use district.
- f. The maximum allowable square footage for any one-story retail/ commercial building where the entire building is in a single use is 15,000 square feet.
- g. A maximum of 2 businesses shall be allowed to have drive-through facilities. The drive-through facilities may only be used for a pharmacy and a financial

institution. A maximum of 4 drive-through lanes shall be allowed and no more than 3 lanes shall be allowed for any single use. The planned development zoning ordinances shall require that any drive-through facility shall be designed to maximize pedestrian safety and convenience and shall establish design standards that ensure that drive-through facilities do not adversely affect the quality of the public realm or urban character of the area. Drive-through facilities can only be located within 300 feet of the Northwest 39th Avenue frontage.

- h. A minimum of 8 acres shall be provided in common open space for conservation and recreation.
- i. The planned development zoning ordinance shall prescribe a phasing schedule in order to ensure a mixed-use project including residential and/or residential infrastructure from the first phase of construction.
- j. The planned development zoning ordinance shall provide a uniform signage plan for the planned use district.
- k. All wetland areas must be identified by the appropriate water management district before any final development orders will be issued. The removal, fill or disturbance of wetlands shall be in accordance with the requirements of the St. Johns River Water Management District and the City's Comprehensive Plan. All development on the site shall be consistent with Article VIII, Environmental Management, of the City's land development code.
- l. A master stormwater management plan shall be prepared and approved by the City's Public Works Department for the entire planned use district prior to the issuance of any final development orders.
- m. A maximum of 2 access roadways shall be allowed onto Northwest 39th Avenue. A maximum of 2 access roadways shall be allowed onto Northwest 31st Avenue. No direct driveway access connections are allowed from either Northwest 39th Avenue or Northwest 31st Avenue.
- n. The internal road network shall be designed using Traditional Neighborhood Development Street Design Guidelines as published by the Institute of Transportation Engineers, as updated from time to time. The developer shall construct vehicular connections to the adjacent Palm Grove Subdivision, Phases I and II on the west side of the proposed planned use district, so that the connections align with the connections shown on the Palm Grove Phase I and II subdivision plats.
- o. Except as may be established and shown for good cause by the owner/developer and then provided in the planned development zoning ordinance, all sidewalks shall be 5-foot minimum in width. A pedestrian network consisting of sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from

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the internal sidewalk system to the public sidewalk. All retail/commercial uses shall be interconnected by safe pedestrian/bicycle connections. Each use along the Northwest 39th Avenue frontage shall have a sidewalk connection to the public sidewalk.

- p. The planned use district shall maximize cross-access vehicle and pedestrian/bicycle connections between uses and shall maximize pedestrian safety and comfort.
  - q. A traffic study ~~shall be~~ was provided by the owner/developer as part of the application for the planned development rezoning in order to determine trip generation and trip distribution to and from the development for the purpose of concurrency.
  - r. The owner/developer shall construct and transfer to the City of Gainesville a bus shelter located on the Northwest 39th Avenue frontage or an alternative location approved within the planned development zoning ordinance as part of the first phase of development.
  - s. The planned use district land use category does not vest the development for concurrency. The owner/developer is was required to apply for and meet concurrency management certification requirements, including transportation mitigation if necessary, at the time of application for planned development rezoning.
- 4.3.4 The property governed by this policy shall be known as the Plum Creek Development Company ("Plum Creek") for land use purposes. Due to the unique infrastructure and environmental constraints of "Plum Creek" as depicted on the map labeled "Plum Creek SR 121 Overall Site" in the Future Land Use Map Series A, Plum Creek shall be governed by the following policies:

- a. Within all land use areas of Plum Creek:
  - 1. Maximum residential development of the entire 1,778 acres shall not exceed 1,890 residential units and 100,000 square feet of non-residential uses of which a maximum of 80,000 square feet shall be permitted as Commercial, and these densities and square footage may be less unless the developer establishes to the City at the time of rezoning by competent substantial evidence, that the development meets the criteria and standards of this Policy 4.3.4 and the Land Development Code.
  - 2. Development shall be clustered to inhibit encroachment upon the environmentally significant features of Plum Creek; and
  - 3. Wetlands shall not be impacted other than where necessary to achieve interconnectivity between upland properties; and

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4. Wetlands shall be protected by wetland buffers that shall be a minimum of fifty (50) feet and an average of seventy-five (75) feet wide. The minimum and average buffer widths shall not apply to those portions of the wetlands that are impacted consistent with 4.3.4.a.3 above; and
5. Stormwater treatment facilities shall not be permitted within the wetland buffers established pursuant to Section 4.3.4.a.4. above, except that outfall structures shall be allowed within these buffers; and
6. Areas within the floodplain district, as defined in the City's Land Development Code, shall be protected so that at least ninety (90%) percent of existing floodplain areas shall not be altered by development, except that recreation and stormwater management may occur within not more than twenty percent (20%) of the floodplain district, and the existing floodplain storage volume will be maintained; and
7. Stormwater best management practices and/or low impact development (LID) practices shall be used to the maximum extent practicable to maintain or replicate the pre-development hydrologic regime, as determined by the City, and consistent with state requirements; and
8. Existing functioning ecological systems within Plum Creek shall be retained to the maximum extent practicable while accommodating the uses and intensity of uses authorized by the land use policies governing Plum Creek, as determined by the City.
9. Maintain and enhance plant and animal species habitat and distribution by protecting significant plant and animal habitats, provide for habitat corridors, prevent habitat fragmentation by requiring a detailed survey of listed species, identify habitat needs for maintaining species diversity and sustainability; preserve wetlands and at least forty percent (40%) and up to fifty percent (50%) of the upland area, inclusive of the wetland buffers established pursuant to 4.3.4.a.4. above. Listed species are those species of plants and animals listed as endangered, threatened, rare, or species of special concern by the state and federal plant and wildlife agencies, or species ranked as S1, S2, or S3 the Florida Natural Areas Inventory (FNAI).
10. Wetlands, wetland buffers, floodplain and upland habitat areas that are to be protected shall be identified as Conservation Management Areas and protected by a perpetual conservation easement in favor of the City, or a tax exempt land trust doing business within Alachua County, Florida, as determined by the City. Activities within the Conservation Management Areas shall be as set forth in a Conservation Management Plan approved by the City.
11. Planned Developments adopted by zoning ordinances within Plum Creek shall impose standards that address minimum required setback from SR

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121 and CR 231, retention of existing vegetation and supplemental vegetative plantings, fencing and other forms of screening. Except where access to the property is provided, a minimum 50 foot vegetative buffer shall be retained along both sides of SR 121 and CR 231 within Plum Creek.

12. A natural and/or planted buffer with a minimum average width of 100 feet that at no location is less than 25 feet wide, shall be retained along the entire western boundary property line beginning at SR 121 at the north and ending at US 441 at the south, but shall not include the southwesterly property line abutting US 441.
13. A natural and/or planted buffer with a minimum average width of 200 feet that at no location is less than 50 feet wide, shall be retained along the southern boundary of Plum Creek, west of SR 121, between industrial and residential uses.

b. Conservation Land Use Areas

All areas designated Conservation land use shall receive a zoning district designation of Conservation and are not permitted to have any residential units. There shall be no transfer of density to other areas. No development, other than minimum crossings necessary to achieve interconnectivity between upland properties, and passive recreational uses is allowed within the Conservation Areas, as determined by the City.

c. Single-Family, Residential Low-Density and Planned Use District Land Use Areas

1. All areas designated Single-Family, Residential Low-Density and Planned Use District land use shall be implemented by Planned Development (PD) zoning. The required rezoning to PD of the areas designated Single-Family and Residential Low-Density may occur in increments over time upon request of the property owner and approval by the City; however, rezoning of the Planned Use District (PUD) area to PD shall occur as provided in Paragraph F below entitled "Planned Use District Land Use Area". Until such rezonings to PD are effective, the zoning district designations shall remain Agriculture for all areas designated Single-Family, Residential Low-Density and Planned Use District land use; and
2. All areas that are rezoned to PD shall be designed to be traffic-calmed and pedestrian friendly; and
3. The PD rezonings for Plum Creek shall ensure that allowed uses are integrated within the existing site landscape in a way that reasonably assures the following:

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- a. Preservation of the ecological integrity of the ecosystems of Plum Creek by creating and maintaining connectivity between habitats, minimizing natural area fragmentation, and protecting wetlands, associated uplands, and floodplains as indicated in Policy 4.3.4.a. above; and
  - b. Preservation or enhancement of existing wetlands with approved treated stormwater to wetlands, limiting impacts to such wetlands to crossings necessary to achieve interconnectivity between upland properties, and requiring that any such crossings be designed to minimize wetland impacts.
4. The PD rezonings for Plum Creek shall require that appropriate “low impact development” (LID) techniques for the site must be implemented. Prior to second and final reading of each ordinance that rezones property within the PUD to PD, the owner/developer shall provide legally enforceable documents to the City that establish that a responsible entity (e.g., community development district, developer and/or homeowner’s association) will permanently provide for proper maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create a functionally equivalent hydrologic landscape. Hydrologic functions of storage, infiltration, and ground water recharge, plus discharge volume and frequency shall be maintained by integrated and distributed micro-scale stormwater retention and detention areas, by the reduction of impervious surfaces, and by the lengthening of flow paths and runoff time. Other LID strategies include, but are not limited to, the preservation/protection of environmentally sensitive site features such as wetlands, wetland buffers and flood plains. Each rezoning to PD shall include conditions requiring appropriate LID practices, subject to the approval of the City. Such practices shall include, but are not limited to:
- a. Development that adheres to the principles of “New Urbanism” or “Traditional Neighborhood Development”.
  - b. Clustering of development.
  - c. Bioretention areas or ‘rain gardens.’
  - d. Grass swales
  - e. Permeable pavements
  - f. Redirecting rooftop runoff to functional landscape areas, rain barrels or cisterns.

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- g. Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access.
  - h. Elimination of curb and gutter where appropriate.
  - i. Minimization of impervious surfaces through use of shared driveways and parking lots.
  - j. Reduction in impervious driveways through reduced building setbacks.
  - k. Reduction in street paving by providing reduced street frontages for lots.
  - l. Permanent educational programs to ensure that future owners and residents of the site have an opportunity to fully understand the purpose, function, and maintenance of each LID component.
  - m. Limitations on the amount of turf allowed within the site and standards for implementation of best management practices for such turf, including minimum fertilizer applications.
  - n. Reuse of stormwater.
  - o. Use of “Florida Friendly” plant species and preferably native species for landscaping.
  - p. Use of low-volume irrigation technologies and soil moisture sensors if potable water supply is used for irrigation.
5. Implementation of appropriate “firewise” community planning practices shall be identified during the rezoning process and required by the PD zoning ordinances.
6. A master storm water management plan for each geographic area proposed for rezoning to PD must be prepared and submitted to the City for review and approval before final development orders can be approved.
- d. Single-Family Land Use Areas
- 1. All areas designated Single-Family land use shall be rezoned to PD prior to undertaking any development for single-family use within the rezoned area; and
  - 2. All of the areas designated Single-Family land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 1 residential unit per 2.5 acres (0.4 residential units per acre) up to a maximum of 218 residential units; and

e. Residential Low-Density Land Use Areas

1. All areas designated Residential Low-Density land use shall be rezoned to PD prior to undertaking any development for multi-family or single-family use or any other housing type.
2. Development of a range of housing types, including, but not limited to single-family detached, single-family attached, townhomes and apartments is allowed. The mix of housing types shall be specifically provided in the PD zoning ordinances. Clustering of residential uses to allow for greater environmental sensitivity is allowed.
3. Development shall provide for pedestrian and bicyclist safety and comfort.
4. All of the areas designated Residential Low-Density land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 2.75 residential units per acre, up to a maximum of 1,004 residential units, or less, as transfers of density may occur as provided in Paragraph f.3.c. below.

f. Planned Use District Land Use Area

1. Development within the Planned Use District area shall maximize pedestrian/bicycle connections among all uses (residential and non-residential) and shall maximize pedestrian and bicyclist safety and comfort. A network of sidewalks and street trees shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the public right of way adjoining the Planned Use District. To minimize traffic impacts on SR 121, the implementing PDs shall maximize internal roadway connectivity between residential and areas with mixed uses.
2. The PDs associated with the Planned Use District shall provide for transit access approved by the City's Regional Transit System (RTS), and the owner/developer shall be required to provide comfortable, multi-use transit stations ~~if~~ when transit service is made available to Plum Creek. The owner/developer shall be required to fund transit service (capital and operations) for the development with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. If the funding is for a new route to serve the development, the funding for transit shall be for a minimum period of 5 years. If the funding is for expansion of an existing route to serve the development, the funding for transit shall be for a minimum period of 3 years. consistent with the Transportation Concurrency Exception Area (TCEA) Zone E standards established in the Concurrency Management Element. Transit service shall be phased at the development



to maximize successful transit routes consistent with population and density standards set by RTS as Plum Creek develops. The transit phasing plan for the required transit service shall be provided in the associated PD ordinance and shall be subject to RTS approval.

3. The implementing PDs district zoning for the Planned Use District area shall be subject to the following standards:
  - a. The Planned Use District area shall allow mixed uses such as residential, office, business retail, professional and financial services, schools, places of religious assembly and community facilities. The area shall be implemented by PD zoning which shall generally adhere to the requirements of the City's Traditional Neighborhood Development District standards.
  - b. A minimum gross density of 4 residential units per acre (668 residential units) is required for the 166.89 acres of Planned Use District (PUD) land use. A transfer of density from the Residential Low-Density Land Use Areas or the Single-Family Residential Land Use Areas into the PUD area may be approved during PD rezonings. Any transfers of density from the Residential Low-Density Land Use Areas and the Single-Family Land Use Areas to PUD shall reduce the overall number of units for the Residential Low-Density Land Use Areas and Single-Family Residential Land Use Area, respectively, allowed by the number of residential units transferred.
  - c. Residential uses that are located above non-residential uses are allowed and encouraged. Residential types allowed include townhouses, apartments, plus attached and detached single-family homes.
  - d. A maximum of 100,000 square feet of non-residential use shall be allowed within the Planned Use District land use, of which a maximum of 80,000 square feet shall be permitted as commercial use. Except as may be otherwise provided in the implementing PD zoning ordinance, each building within this zone shall be allowed to be mixed with residential located above non-residential uses. Each implementing PD shall provide detailed and specific design standards governing all aspects of development within the PD.
  - e. Urban design standards that ensure compatibility among the various allowed uses shall be included as part of the PD ordinance. Additional standards may be required to address noise and lighting to further assure compatibility.

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- f. The PD zoning ordinance shall, through design and performance measures, assure the neighborhood, pedestrian quality of Plum Creek by regulating building type and scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, signage and landscaping.
  - g. Open space shall be provided, where appropriate, as common open space serving conservation, recreation and civic needs of the Planned Use District Area, subject to approval of the City.
- g. Miscellaneous Provisions
- 1. The developer has signed a binding agreement acknowledging owner/developer responsibility for mitigation of transportation impacts associated with the maximum amount of development identified in the future land use amendment. Prior to the second reading of the first PD rezoning ordinance(s) for Plum Creek, the owner/developer shall sign an ~~an TCEA Zone E Agreement or other~~ agreement associated with the transportation ~~mitigation agreement~~ mobility program in effect at the time of PD rezoning submittal for the first phase of the development as shown in the PD ordinance. At a minimum, prior to adoption of the second reading of the ordinance for any PD rezoning for any portion of Plum Creek, the owner/developer shall make a payment to the City or sign a binding agreement for construction of an acceptable project, which shall include bonding requirements or other assurance acceptable to the City Attorney for the required transportation ~~mitigation~~ mobility program project (consistent with ~~TCEA Zone E or other~~ the transportation ~~mitigation~~ mobility program in effect at the time of PD rezoning) associated with the trip generation for the first phase as shown in the PD. Subsequent to the first ~~TCEA Agreement or other~~ mitigation agreement associated with the transportation ~~mitigation~~ mobility agreement program in effect at the time of PD rezoning, additional ~~TCEA Agreements (or other mitigation program~~ transportation mobility agreements) shall be executed prior to the issuance of final site plan or subdivision final plat development orders for the relevant phases of the development.
  - 2. At the time of filing an application for the first planned development rezoning, the developer shall submit to the City recommended transportation ~~mitigation~~ mobility modifications needed to address the full build-out of residential and nonresidential uses authorized by Policy 4.3.4.a.1. and identify funding of such modifications pursuant to the Agreement required for Policy 4.3.4.g.1. herein, subject to approval by the City. Such transportation modifications shall be consistent with the City's ~~Concurrency Management Element~~ transportation mobility program in effect at that time.

All recreation facilities that are required to ensure that the City's Recreation LOS standards are maintained shall be specified in the PD rezoning application and ordinance. ~~Such recreation facilities shall include both passive and active recreational facilities including nature trails, a nature park, basketball and/or tennis courts and various types of play areas.~~ Many of the single-family areas along with portions of the PUD area shall be built around pocket parks of various types, subject to approval by the City. At the development stage for each phase and section of the project, recreational amenities acreage necessary to meet the demands of the residential units will be provided by the owner/developer as required by the Gainesville Comprehensive Plan Recreation Element facilities and substitution lists. All recreational amenities will be provided at the cost of the owner/developer. Recreation facilities shall be provided on-site to ensure that the needs of the residents of Plum Creek are met on-site, provided that a portion of the recreation need may be met through the cooperative development of active recreation facilities on the adjacent property (tax parcel 07781-002-000) owned by the Suwannee River Water Management District provided that such facilities are under the supervision of and are controlled by the City of Gainesville, and subject to approval by the City.

3. All proposed access points to CR 231 are subject to approval by the Alachua County Public Works Department. All proposed access points onto SR 121 are subject to approval by the FDOT.
4. Due to the roadway operation and safety concerns of SR 121, the owner/developer shall provide a traffic study acceptable to the City, Alachua County, and the Florida Department of Transportation prior to the application for each PD rezoning. The study shall analyze issues related to ~~transportation concurrency~~ trip generation, trip distribution, operational and safety concerns, and shall propose appropriate ~~mitigation~~ transportation mobility modifications, consistent with the ~~Concurrency Management Element~~ for the transportation impacts of the development. ~~Transportation modifications required for operational/safety reasons shall be the full responsibility of the owner/developer and shall not count toward meeting TCEA Zone E standards.~~ The development shall be required to meet any transportation mobility program requirements in effect at the time of application for development review, and any transportation modifications which are required due to traffic safety and/or operating conditions shall be provided by the owner/developer and shall not count toward meeting transportation mobility program requirements.
5. Land use changes for Plum Creek do not vest future development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, including

~~transportation (consistent with TCEA Zone E)~~, public school facilities, and recreation mitigation at the time of filing any PD rezoning application.

6. The Plum Creek development shall include in any Planned Development Report the requirement that five percent of the residential units shall be affordable to households earning between 80% and 120% of the median income for Alachua County for a family of four as established from time to time by the U.S. Department of Housing and Urban Development. Each implementing PD zoning ordinance shall provide all required methods for ensuring implementation of this requirement, including the requirement that the owner/developer enter into a binding agreement that specifies the number of affordable units that must be constructed on an approved time schedule.
7. No rezonings to PD within the area of the map labeled “Plum Creek SR 121 Overall Site” in the Future Land Use Map Series A shall be adopted on final reading of the ordinance for areas north of the line labeled “Phase Line” until all areas south of the same line have been rezoned to PD zoning, and at least 75 percent of the infrastructure (e.g., roads, sidewalks, stormwater facilities, utilities) south of the “Phase Line” has been constructed and completed.
8. In accordance with Policy 1.1.5 of the Public School Facilities Element and School Concurrency–Alachua County, FL, Updated Interlocal Agreement for Public School Facility Planning (December 23, 2008), the Alachua County School Board submitted a school facilities capacity report. The report concludes that projected student demand resulting from Plum Creek Development at the elementary, middle and high school levels can reasonably be accommodated for the five, ten and twenty year planning periods and is consistent with the Public School Facilities Element based upon School District projections and their District Plan. The report and finding does not constitute a school capacity availability determination or concurrency certification, it does not reserve school capacity for Plum Creek, and it does not vest Plum Creek for school concurrency. At the time of application for a development order for Plum Creek, the developer shall apply for and obtain concurrency certification in compliance with the City Comprehensive Plan, Code of Ordinances and state law. Prior to approval of any development order, the City shall coordinate with the School Board and determine availability of school capacity within the applicable School Concurrency Service Area. A Capacity Enhancement Agreement or other mitigation option as provided for in Policies 1.1.7 and 2.5.1 through 2.5.4 of the Public School Facilities Element may be required at that time to ensure continued compliance with all applicable provisions of the City Comprehensive Plan, Code of Ordinances and state law. In the absence of a Capacity Enhancement Agreement or other mitigation option being approved fulfilling the

concurrency requirement, the City will not issue a concurrency certification if capacity is unavailable, and such circumstance can result in a delay or denial of a development order for Plum Creek.

- 4.3.5 Due to the unique infrastructure and environmental constraints of the Hatchet Creek Planned Use District (the “PUD”), as depicted on the map labeled Hatchet Creek PUD Area in the Future Land Use Map Series A, the PUD shall be governed by the following conditions:
- a. The residential density and allowable residential uses within the Planned Use District is a maximum of 1,200 residential units and 300 Assisted Living Facility (ALF) beds.
  - b. The non-residential and non-ALF intensity and allowable non-residential and non-ALF uses within the PUD is a maximum of 200,000 square feet of non-residential uses. This 200,000 square feet may be used for any combination of the following: up to 100,000 square feet of retail space, up to 100,000 square feet of office space and any remaining square footage for the Business Industrial uses that are specified in the Planned Development (“PD”) zoning ordinance. In addition, the PUD may include accessory uses customarily and clearly incidental to a residential community, such as recreational facilities, and may include parks, open space, conservation, open space buffers and mitigation areas. Any accessory uses shall be for the exclusive use of the residents of the PUD and their guests and shall be specified in the PD zoning ordinance.
  - c. The actual amount and types of residential units, ALF beds, and non-residential development area will be specified in the PD zoning ordinance as limited by the city, county and state development restrictions and constraints, including but not limited to, wetlands and surface water regulations, wellfield protection, floodplain requirements, concurrency and airport hazard zoning regulations.
  - d. The allowable uses within the PUD shall be restricted as described below and as more specifically provided in the PD zoning ordinance. For purposes of this PUD, the 60-75 DNL Noise Contour is the area depicted as the 60 DNL Noise Contour, the 65 DNL Noise Contour, the 70 DNL Noise Contour and the 75 DNL Noise Contour on Attachment 3 to the Appendix F – Airport Hazard Zoning Regulations, Chapter 30, Gainesville Code of Ordinances adopted on December 3, 2009 by Ordinance 090384. A copy of Attachment 3 is attached hereto as Exhibit “B,” which consists of the map entitled “Airport Noise Zone Map – City of Gainesville” prepared by the City of Gainesville Planning Department GIS Section 08/09. The source of the map is the Pt. 150 Study 2012 Noise Exposure Map, as stated on the map.
    1. Within the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations:

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- (a) No residential development, including ALF beds, is allowed.
  - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas; except that on lands with the underlying land use designation of Industrial, the non-residential development shall be limited to certain Business Industrial (BI) zoning uses that are specified in the PD zoning ordinance.
- 2. Outside of the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations, to the extent same are applicable:
  - (a) Residential development, including ALF beds, is allowed.
  - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas.
- e. All non-residential areas in the PUD shall be connected to the residential areas in the PUD by an interior roadway system and/ or a pedestrian/bicycle/golf cart system. All pedestrian sidewalk systems in the PUD shall comply with the Florida Accessibility Code for Building Construction requirements.
- f. A current and complete wetlands survey for the entire property shall be submitted to the City of Gainesville and to the St. Johns River Water Management District at the time of application for PD zoning. Formal approval of wetland delineations for the entire property by the water management district is required prior to the public hearing on the PD zoning petition by the City Plan Board.
- g. All direct impacts to jurisdictional wetlands, wetland buffers, and regulated creeks shall be avoided to the extent practicable. All unavoidable, direct wetland and creek impacts shall be mitigated in accord with applicable City of Gainesville and water management district requirements. Any required on-site mitigation will be part of and will not supersede other wetland mitigation requirements of the comprehensive plan, land development code, and the water management district. There shall be no net loss of wetland acreage and function within the PUD. In addition, if wetland impacts are proposed at the time of application for PD zoning or a subsequent application for development approval, the owner/developer shall submit a plan for improvement of surface water and wetland function within the Planned Use District and, subject to City review and approval, the plan of improvement shall be incorporated into the PD zoning ordinance or subsequent development approval.

- h. All pedestrian and/or bicycle pathways, trails, and sidewalks shall be located outside of wetland buffer areas and outside of creek buffer areas, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.
- i. Protection of the State-listed animal species Gopher tortoise (*Gopherus polyphemus*) listed as a Species of Special Concern in Rule 68A-27.005, Florida Administrative Code, located in the remnant sandhills east of the Ironwood Golf Course, and documented in the applicant's Hatchet Creek Planned Use District Report dated March 2007, is required and shall be established in the PD zoning ordinance. Protection of the documented population may be accomplished by establishing a designated protection area in the PD zoning ordinance that meets all applicable requirements of the City's land development code and all applicable requirements of the Florida Administrative Code.
- j. The owner/developer shall submit a report (in accordance with the requirements of the environmental regulations in the City's land development code) with the application for PD zoning. As part of this report, the highest-quality uplands shall be delineated and development within these high-quality areas shall be restricted.
- k. The application for PD district zoning shall include requirements for the use of native vegetation landscaping and for the removal of invasive trees and shrubs.
- l. A master stormwater management plan for the entire PUD shall be prepared by the owner/developer. The plan shall include provisions for protecting the water quality of Little Hatchet Creek, particularly with respect to stormwater runoff from any future development within the planned use district. A conceptual master stormwater management plan application shall be submitted at the time of application for PD zoning. The subsequent master stormwater management plan must be approved by the City Manager or designee prior to final development plan approval. The master stormwater management plan for the project shall be modified for undeveloped phases in order to comply with the statewide water quality rule once it is adopted. The water quality leaving the site shall be addressed in the PD zoning ordinance.
- m. Buffer and setback requirements for the wetlands and creeks in the PUD shall be specified in the PD zoning ordinance and shall be in accordance with the environmental regulations in the City's land development code, based upon review of the required report that shall be submitted with the application for PD zoning.
- n. Buffer requirements pertaining to adjacent uses (including the municipal golf course) will be provided by the owner/developer in the application for PD zoning and, subject to City review and approval, shall be included in the PD zoning

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ordinance. These buffers shall be designed to minimize the impact on and adequately buffer the adjacent uses.

- o. The PUD shall not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, ~~including all relevant policies in the Concurrency Management Element,~~ at the time of application for PD zoning. ~~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 owner/developer.~~
- p. Internal roadways shall be designed to provide for bicycle and pedestrian access and connectivity, and shall include traffic calming (low design speed) methods (e.g., speed tables, speed humps, “neck-downs”, roundabouts) acceptable to the City of Gainesville in accordance with the traffic calming practices outlined by the Institute of Transportation Engineers.
- q. Sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the existing and planned public sidewalks along the development frontage. All sidewalks and sidewalk connections shall be a minimum of 5-feet in width, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.
- r. The PUD shall provide for transit access (either on site or on abutting roadways) and shall include construction of an appropriate number of transit shelters, as determined at the PD zoning stage and specified in the PD zoning ordinance.
- s. A limited number of drive-through facilities shall be allowed on the street frontages of NE 53rd Avenue and NE 39th Avenue as determined at the PD zoning stage and specified in the PD ordinance. No direct access from NE 39th Avenue or NE 53rd Avenue shall be allowed for these drive-through facilities. All access to the drive-through facilities shall be from the internal roadway system (the internal roadway system shall include public and private roads and internal driveway systems) in the PUD. Additional drive-through facilities that are entirely internal to the PUD shall be determined in the PD zoning ordinance. The PD zoning ordinance shall specify the design criteria for all drive-through facilities and shall include a phasing schedule to ensure a mix of drive-through facilities, residential uses, and other commercial/office uses in the planned use district. The trip generation associated with drive-through facilities shall limit the total number of drive-through facilities such that the total maximum trip generation shown for the 100,000 square feet of shopping center use as calculated by the traffic study dated 4/3/08 (prepared by GMB Engineers & Planners, Inc.) as updated 11/19/09 by MPH Transportation Planning, Inc. is not exceeded for the PUD.
- t. A maximum of two access points, unless additional access points are approved by the FDOT and the City of Gainesville, shall be allowed along NE 39th Avenue,



subject to the final approval of FDOT. Any proposed reconfiguration of the existing road connection to the Ironwood Golf Course is subject to FDOT and City approval at the PD zoning stage. Boulevard-type driveways with the ingress/egress split by a landscaped median and other entry type features shall count as a single access point. These access points shall be specified in the PD zoning ordinance.

- u. A maximum of two access points shall be allowed along NE 53rd Avenue unless additional access points are approved by Alachua County and the City of Gainesville, in accordance with the Alachua County Access Management regulations, and the locations shall be included in the PD zoning application. All access points are subject to Alachua County and City of Gainesville approval at the planned development zoning stage and shall be specified in the PD zoning ordinance. To minimize traffic impacts from the Hatchet Creek PUD on NE 53rd Avenue, the access points on NE 53rd Avenue shall be interconnected with the internal public or private road system in the Hatchet Creek development. The private road system interconnections shall be interpreted to include internal driveway systems.
- v. A maximum of one access point shall be allowed along NE 15th Street. Any proposed access point along NE 15th Street shall be included in the planned development district zoning application. Any proposed access point is subject to City of Gainesville approval at the planned development zoning stage, and shall be specified in the PD zoning ordinance.
- w. Additional, limited emergency access will be allowed if the need for such is identified and the access is approved by local government agencies that provide the emergency service(s), and shall be specified in the PD zoning ordinance.
- x. Prior to the application for PD zoning related to the planned use district, a major traffic study shall be submitted that meets the specifications provided by FDOT, Alachua County, and the City of Gainesville, and the traffic methodology used in the study shall be agreed to in a letter between the City, and the owner/developer. Any traffic studies undertaken by the owner/developer prior to the signed methodology letter with the City of Gainesville may be unilaterally rejected by the City.
- y. Prior to the application for PD zoning related to the Hatchet Creek planned use district, a signal warrant analysis for the intersection of NE 53rd Avenue/NE 15th Street and for the project driveway at NE 39th Avenue shall be submitted as part of the major traffic study requirements. The specifications for the signal warrant analyses shall be part of the traffic methodology letter that will be signed with the City of Gainesville. The owner/developer shall be responsible for the costs of any new traffic signals that are warranted as a result of the development's site related impacts, and the costs shall not be counted toward ~~any required contribution for~~

transportation concurrency meeting the transportation mobility program requirements in effect at the time of application.

- z. The owner/developer shall be responsible for the costs associated with tying a new traffic signal at the proposed entrance to the community on NE 39th Avenue into the Traffic Management System to ensure that the new signal communicates with the system, if and when such new traffic signal is installed.
- aa. The following shall be executed and delivered to the City prior to approval of a development plan, prior to recording of a final plat, or prior to issuance of a building permit, whichever first occurs: (1) Avigation and clearance easements granting the City and owner/operator of the Gainesville-Alachua County Regional Airport Authority, and their respective successors and assigns, the right to continue to operate the airport despite potential nuisance effects upon residential and any other uses that are established by this PUD and/or by the required PD zoning ordinance; (2) Notice to Prospective Purchasers and Lessees of potential aircraft overflights and noise impacts; and (3) Declaration of Restrictive Covenants to address the property's proximity to the Airport and the imposition of local, state and federal regulations. The easements, notice and declaration shall be in a form acceptable to the city attorney and airport authority and shall be executed and recorded by the property owner. In addition, a copy of the Notice shall be given to prospective purchasers or lessees at the time of contract or lease negotiations.
- bb. All residential and non-residential development shall be constructed to achieve an outdoor to indoor noise level reduction (NLR) as specified in Appendix F Airport Hazard Zoning Regulations, Chapter 30 of the Gainesville Code of Ordinances in effect at the time of application for a building permit.
- cc. The owner/developer shall fund any potable water and/or wastewater capacity improvements that are based on the PUD demands so that the adopted levels of service in the Potable Water/Wastewater Element of the City's Comprehensive Plan are maintained. The owner/developer shall sign a binding letter of agreement with the City to ensure that the funding will be available to make the required improvements.
- dd. At the time of application for PD zoning, the owner/developer shall provide design standards generally consistent with traditional design concepts (such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks) for all residential and non-residential uses in the PUD and, subject to City review and approval, those standards shall be specified in the PD zoning ordinance.

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- ee. This PUD does not permit or allow any development that would constitute a development of regional impact or any development that would require a development of regional impact review. Any PD zoning application or any application for proposed development that exceeds the development of regional impact thresholds shall be required to follow the procedures as defined in Chapter 380, F.S. and applicable regulations of the Florida Administrative Code.
- ff. The PUD shall not be a gated community. Security features, if any, shall be addressed in the PD zoning application and specified in the PD zoning ordinance.
- gg. The development shall be required to meet any transportation mobility program requirements in effect at the time of application for development review, and any transportation modifications which are required due to traffic safety and/or operating conditions shall be provided by the owner/developer and shall not count toward meeting transportation mobility program requirements.

4.3.6 The property governed by this policy shall be known as the Butler Development “Butler Plaza.” Butler Plaza shall be divided into three (3) subareas as depicted on the map labeled “PUD Future Land Use Overlay” attached hereto as Exhibit “B” and made a part hereof as if set forth in full. Comprehensive Plan policies of general applicability shall apply to the subject property. In the event of express conflict or inconsistency between the general Comprehensive Plan policies and specific policies set forth below, the specific policies shall govern. Butler Plaza shall be governed by the following specific policies:

- a. Subareas 1, 2 and 3 shall be designated PUD (Planned Use District) on the Future Land Use Map.
- b. The maximum levels of intensity and allowable uses are established within each subarea below:
 

Subarea 1:	Commercial uses:	1,000,408 square feet
Subarea 2:	Commercial uses:	600,000 square feet
	Office uses:	50,000 square feet
	Hotel/motel uses:	100 rooms
Subarea 3:	Commercial uses:	900,000 square feet
	Office uses:	200,000 square feet
	Hotel/motel rooms:	400 rooms
- c. All subareas:
  - 1. A maximum of 1,000 residential units shall be allowed in Butler Plaza. The units may be allocated to any of the three subareas. Twenty percent of the residential units constructed, whether rental or owner occupied, shall be “eligible”, “affordable housing” units for “very low-income”, “low-

income,” or “moderate income” “persons or households” as those terms are defined in the City’s Local Housing Assistance Program (LHAP) at the time of construction. The affordability of such units shall be maintained for a period of 10 years, shall run with the land and shall be enforceable by the City through recorded covenants or restrictions.

2. Among the subareas that allow commercial uses or office uses, the owner may transfer up to 20% of the maximum allowable intensity between the same uses. By way of example, the owner may transfer 120,000 square feet of commercial uses from subarea 2 to subarea 1. However, the overall maximum intensity for the combined sub areas shall not be increased, and specific uses that are prohibited in certain subareas as provided below, are not permitted by a transfer of allowable intensity.
3. The maximum cumulative development program for Butler Plaza (including existing development, redevelopment and development within all subareas) is also limited by the maximum trip generation which is not to exceed 37,591 average daily trips for all subareas. There are 12,224 average daily trips associated with the existing development in subarea 1; the owner may transfer up to 20% of those trips to the same use in another subarea. The planned development zoning ordinance for Butler Plaza (the “PD Zoning Ordinance”) shall include a land use equivalency matrix that shows use substitutions based on trip generation rates using ITE Trip Generation 8th Edition.
4. The actual densities, specific uses and phases of development shall be specified in the PD Zoning Ordinance.
5. Transportation Mobility Provisions
  - (a). The owner/developer and the City executed a TCEA Zone M Agreement dated January 3, 2012, which was prior to the second and final reading of the associated Butler Plaza PD ordinance (Ordinance Number 090538). An Addendum to the Agreement was executed November 29, 2012. The Agreement and Addendum are on file with the City’s Planning and Development Services Department. The timing of additional agreements is specified in the PD Zoning Ordinance.
  - (b). In accordance with Future Land Use Element (FLUE) Policy 3.4.5, the City recognizes that the TCEA Agreement, Addendum and associated terms and conditions remain valid as long as the Butler Plaza PD ordinance (adopted January 5, 2012) remains an active final development order consistent with the transportation analysis and trip generation shown in Attachment 1 to the TCEA Zone M Agreement (“Butler Plaza Planned Development (Petition # PB-

- 09-84 PDV) Transportation Analysis Executive Summary”). Amendments to PD Ordinance 090538 that alter the trip generation or transportation analysis shall be subject to the transportation mobility program in effect at the time of PD amendment application.
- (c). In accordance with FLUE Policy 3.4.5, the owner/developer and the City agree that the TCEA Zone M Agreement (as modified by the Addendum executed November 29, 2012) satisfies the transit requirements for Phase 1A of the development, as defined in the Butler Plaza PD ordinance. In addition, the Agreement includes all of the non-transit requirements for Phase 1 and Buildout as specified in Attachment 1 (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”). The owner/developer and the City agree that those requirements must be met by the time specified in PD Ordinance 090538 for those transportation modifications.
- (d). The owner/developer may choose to opt into the new Transportation Mobility Program subject to an updated transportation study and analysis that would allow the City to evaluate the development for compliance with the new Program.
- (e). As defined in PD Ordinance 090538 (Condition 2), redevelopment in Subarea 1 that triggers a requirement for a PD amendment shall be subject to the transportation mobility program in effect at the time of development plan approval. However, internal transfers of square footage and average daily trips to Subarea 1 are allowed subject to the Butler Plaza PUD Policy 4.3.6.c.2. and 3. and the land use equivalency matrix adopted as part of the PD. Any allowable average daily trip transfers to Subarea 1 may utilize the transportation mobility analysis and requirements established in the TCEA Zone M Agreement executed January 3, 2012 (as modified by the Addendum executed November 29, 2012).
- (f). Streetscaping is an important component of the City’s transportation mobility planning because it enhances pedestrian comfort and visual aesthetics. Consistent with the Transportation Mobility Program policies in the Transportation Mobility Element, new development on public or private streets shall meet the 65-gallon street tree requirement on building frontages as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Sec.334.0441(10) (A) and 336.045 Florida Statutes, the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.

Redevelopment sites shall be required to meet this policy for 50 percent of the required street trees for building frontages. In order to accommodate street trees, the front build-to line may be modified if there are existing utility or right-of-way constraints.

- d. Subarea 1: Subarea 1 includes approximately 108 acres and may include the full range of commercial uses allowed in the City’s Commercial land use category and may include Large Scale Retail. For purposes of this policy, Large Scale Retail is defined as a single retail use with a ground floor footprint exceeding 100,000 square feet. Except as specified in the PD Zoning Ordinance, this subarea shall be governed by the design standards in the Special Area Plan for Central Corridors in the City’s Land Development Code. This subarea may include drive-throughs consistent with the ~~City’s Concurrency Management Element and TCEA Zone M requirements, or any successor regulations in effect at the time of development plan approval~~ requirements specified in the PD Zoning Ordinance. Special event automotive sales may be allowed in limited locations as specified in the PD Zoning Ordinance.

Residential uses shall be permitted in any combination of vertical or horizontal mix or as a standalone use. The following conditions shall apply to Subarea 1:

1. The PD Zoning Ordinance shall define “redevelopment” and specify standards for redevelopment. The redevelopment standards shall include specific measures to transform this subarea so that it provides better transit, bicycle, and pedestrian access. The redevelopment standards shall address building orientation, block length, multi-modal transportation (~~consistent with the City’s Concurrency Management Element and TCEA Zone M policies or any successor regulations in effect at the time of development plan approval~~), open spaces, parking standards, building heights, build-to lines and/or setback buffers, building articulation, building materials and colors, mechanical equipment, trash and loading areas, landscaping and overall access through the subarea.
2. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
3. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network lined with street-facing buildings that help to frame the street. As drive aisles are transformed into streets, the parking areas shall require the addition of multi-use paths, as deemed appropriate by the City during development plan review. This shall apply to both public and private streets.
4. Redevelopment shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. In no event shall the perimeter block

length exceed 2,000 feet. These block size requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.

5. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to ensure safe, direct and convenient access to building entrances and off-street parking. The pedestrian routes shall be direct and shall minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a pedestrian route must go along or cross a parking lot or driveway, a separate path shall be provided with buffer landscaping and other amenities. In lieu of a separate path, a highly visible crosswalk made of materials, acceptable to the City, that provide a strong contrast between the pedestrian area and vehicular surface may be used.
  6. When redevelopment occurs within this subarea adjacent to the proposed Southwest 62<sup>nd</sup> Boulevard extension (currently Southwest 37<sup>th</sup> Boulevard), the owner shall dedicate to the City 10 feet of additional right-of-way adjacent to, running parallel with and on the eastern side of Southwest 62<sup>nd</sup> Boulevard extension from Archer Road to Windmeadows Boulevard. The value of the right-of-way shall be established by appraisal as of the date of application for development plan review for the redevelopment. The owner shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for its review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation program~~ the transportation mobility program requirements in effect at the time of development plan approval of the redevelopment. The credit for transportation mitigation shall not be given until the dedication occurs.
  7. The streetscape plan for this subarea shall be required in conjunction with redevelopment plans for that subarea. Redevelopment along the Archer Road corridor shall be required to meet the Transportation Mobility Program Concurrency Management Element streetscaping standards in the Transportation Mobility Element, as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Sec.334.0441(10) (A) and 336.045 Florida Statutes, the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.
- e. Subarea 2: Subarea 2 includes approximately 49 acres and may include the full range of commercial uses allowed in the City's Commercial Land Use category and may include Large Scale Retail uses (as defined in Policy 4.3.6.d.). This subarea may include drive-throughs consistent with the requirements specified in

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~~the PD Zoning Ordinance City's Concurrency Management Element and TCEA Zone M requirements, or any successor regulation in effect at the time of development plan approval.~~ Monopole and/or camouflaged cellular towers may also be allowed, subject to the land development regulations in effect at the time of development plan approval. Automotive sales, including special event sales, are prohibited in this subarea. Residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand-alone use. The following conditions shall apply to Subarea 2:

1. Loading docks and outdoor uses shall be buffered from adjacent uses outside of Butler Plaza in accordance with the landscape buffer requirements of the City's Land Development Code.
  2. Large Scale Retail uses in this subarea may have parking facilities located outside the front door of these retail uses. Developments located on out parcels shall be designed with parking to the rear or sides of buildings.
  3. The PD Zoning Ordinance shall specify standards for building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities.
  4. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Plaza development to provide for a defined, interconnected system.
  5. Bicycle lanes and/or routes shall be provided from bus stops and adjacent areas (including areas outside of Butler Plaza) to the buildings within this subarea.
  6. This subarea shall develop consistent with the standards and guidelines for subarea 3, including a gridded, interconnected street network lined with street-facing buildings that help to frame the street. This shall not apply to the development of Large Scale Retail (as defined in Policy 4.3.6.d).
  7. Development in this subarea shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1600 feet in perimeter.
- f. Subarea 3: Subarea 3 includes approximately 110 acres and may include the full range of office uses allowed in the City's Office Land Use category, general retail, eating places, hotels, theaters, sporting goods stores, residential and civic spaces. Large Scale Retail uses (as defined in Policy 4.3.6.d.) are prohibited. Gas stations, automotive sales (including special event sales), automotive repair, and car washes are prohibited. Design standards for drive-through uses shall be specified in the PD Zoning Ordinance. Residential uses shall be permitted above



non-residential uses or as stand-alone uses. The following conditions shall apply to subarea 3:

1. Development within this subarea shall include the following urban design characteristics:
  - Building facades pulled up close to the street, facing the street, and generally aligned.
  - Building facades aligned to form squares or plazas.
  - Relatively high-density mixed use, compactly designed to accommodate walking.
  - One to six stories shall be permitted, with a maximum height of 75 feet. At least eighty percent (80%) of the building height adjacent to the primary private street within the Towne Centre (as such area is designated in the PD Zoning Ordinance) and for all buildings along 24th Avenue shall be at least two stories or a minimum of one story of 24 feet in height measured to the top of the parapet or median roof line, to create the appropriate scale and urban form.
  - First floors of buildings that incorporate levels of articulation and glazing in order to promote pedestrian interest.
  - A connected network of wide sidewalks that promotes safety, comfort and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.
  - Shade trees along all streets.
  - Terminated vistas.
  - On-street parking.
  - Off-street parking located at the side or rear of buildings and away from pedestrian areas.
  - Restrictions on auto-oriented uses and uses that generate significant noise, odor, or dust.
  - A connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. In no event shall the block perimeter length exceed 2,000 feet for a single block. These block size

requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.

2. Urban design standards that ensure compatibility among the various allowed uses shall be specified in the PD Zoning Ordinance. Additional standards may be required to address noise and lighting to further assure compatibility. The PD Zoning Ordinance shall, through design and performance standards, provide a quality pedestrian experience by regulating building type, scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, block size, signage and landscaping.
- g. General Provisions: All three subareas shall be subject to the following standards:
1. The PD Zoning Ordinance shall specify appropriate “low impact development” (LID) techniques to be implemented in Butler Plaza. Prior to second and final reading of the PD Zoning Ordinance, the owner shall provide legally enforceable documents that establish that a responsible entity will permanently provide for proper maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create functionally equivalent hydrologic landscape. Reclaimed water shall be used for irrigation if and when it becomes available.
  2. Prior to development plan approval within a subarea, the owner shall provide a master plan for stormwater management and open space for that entire subarea for review and subject to approval by the City. The PD Zoning Ordinance shall specify design standards for stormwater retention/detention facilities to ensure they are aesthetically pleasing, such as designed in curvilinear shapes. The owner shall dedicate, at no cost to the City, right-of-way or provide easements to the City for the shared stormwater facilities. Open space requirements shall be based on the entire subarea instead of specific parcel development. A minimum of twenty percent (20%) of each subarea shall be set aside as open space. Open space may include active and passive recreational areas, natural waterways, retention/detention facilities (if designed for public use and access), open space/native habitat areas, trails and picnic areas.
  3. The owner shall construct the extension of Southwest 62<sup>nd</sup> Boulevard from Archer Road to the northwesternmost extent of the PUD where subareas 2 and 3 adjoin to the specifications in the MTPO approved cross-section (alternative 4B-3) dated March 2, 2009. The incremental cost of construction (i.e., the cost of construction that is above and beyond the cost the owner would incur to construct a private 3-lane access drive per

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City standards, including sidewalks and bike lanes) calculated based on the Florida Department of Transportation generic cost per mile shall count toward meeting ~~TCEA Zone M requirements or other~~ the agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012) as shown in Attachment 1 (“Butler Plaza Planned Development (Petition PB-09-84 PDV) Transportation Analysis Executive Summary”) ~~effect at the time of application for development plan review for Phase 1 (as defined in the PD Zoning Ordinance of Butler Plaza.~~ Upon completion of construction, the right-of-way shall be dedicated to the City. The value of the land shall be established by appraisal as of the date of the development plan approval for Phase 1. The owner, at its expense, shall obtain the appraisal and shall provide a copy of the appraisal to the City for its review and subject to its approval. If the appraisal is approved, the appraised value (less the credit described below) shall count toward meeting the agreed upon TCEA Zone M requirements ~~or other transportation mitigation program requirements in the above-mentioned TCEA Zone M Agreement (as modified by the Addendum executed November 29, 2012) effect at that time.~~ The City shall be given credit, at the same appraised value, for any right-of-way that the City vacates for this road extension project. There shall be no direct access to Southwest 62<sup>nd</sup> Boulevard for out parcels, all access shall be from an internal road network and/or shared driveways. The owner shall maximize vehicular cross-access connections within development areas in Butler Plaza.

4. All major and main roadways that are not public streets in the development shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets.
5. The PD Zoning Ordinance ~~shall~~ includes landscaping conditions, a streetscape/landscape plan along all public and private roads in the development that is consistent with the Concurrency Management Element and Land Development Code requirements.
6. The PD Zoning Ordinance shall include requirements, as specified by the Gainesville Regional Transit System, for conveniently located and highly visible transit stops in each subarea that include amenities for rider convenience and comfort, such as but not limited to, shelter, lighting, seating, trash receptacles and bicycle racks. In addition, the PD Zoning Ordinance shall specify the requirements (including design, size, cost and location) for the owner to construct, at its expense, a transit transfer station and a park and ride lot within subarea 2, as approved by the Gainesville Regional Transit System. The park and ride lot shall provide at least 50 park-and-ride spaces in one location for transit users. The transit transfer station shall include restroom facilities, bicycle storage, a route map kiosk,

and bays for a minimum of six (6) buses and shall be constructed, inspected and approved prior to the first certificate of occupancy being issued in subarea 2 or 3. Upon completion, the park and ride lot and the transit transfer station shall be conveyed, at no cost, to the City.

7. Parking requirements may be reduced below the required parking standards in the Land Development Code to encourage alternative modes of travel and to reduce the amount of surface parking. Parking spaces provided in a parking structure shall not count against the maximum number of allowable parking spaces when the parking structure is replacing surface parking area. When facing a public street, the first floor of a stand-alone parking structure shall contain office or retail uses that line at least 50% of the first floor façade or are shielded by liner building(s). Structured parking that is integrated with and connected to commercial, office, or residential buildings shall not be required to contain office or retail uses. Integrated/connected parking structures shall meet design standards specified in the PD Zoning Ordinance to ensure that building facades have sufficient articulation, especially on the ground floor level.
8. In accordance with the Planned Development Ordinance Concurrency Management Element, the owner has coordinated with FDOT to address transportation impacts that affect FDOT facilities and has agreed to satisfy the FDOT requirements listed below. Proof of satisfying these requirements shall be provided to the City in the form of a letter or other written documents issued by the FDOT.
  - ~~Upon commencement of construction of Phase 2 (as defined in the PD Zoning Ordinance);~~ When the estimated net, new cumulative average daily trip generation, based on square footage, reaches a threshold of 9,775 trips, the owner/developer shall perform an Interchange Modification Report (IMR) consistent with FDOT IMR typical procedures. This IMR would evaluate alternatives and determine a feasible long term plan for the Archer Road (SR 24)/I-75 interchange. The cost of the IMR shall count toward meeting TCEA Zone M requirements or other the agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012) in effect at that time.
  - Before issuance of the first certificate of occupancy in any subarea, the owner shall construct, at its sole expense, a third southbound left turn lane on the I-75 southbound off-ramp. This may or may not require a new mast arm pole, pending design requirements. FDOT shall provide the existing right-of-way for this turn lane at

no cost to the owner. This improvement is a site-related operational and safety modification.

9. The PD Zoning Ordinance shall specify operational and safety modifications required due to impacts on transportation facilities. ~~Consistent with the Concurrency Management Element, Modifications required for~~ operational and safety impacts that are site related shall not count toward meeting the ~~Concurrency Management Element Zone M requirements or other agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 in effect at the time.~~
10. Butler Plaza shall provide both internal and external transportation connections to surrounding development.
11. ~~Transportation mitigation shall be required consistent with Zone M requirements as shown in the Concurrency Management Element or any successor regulation in effect at the time of any development plan approval. Prior to the second and final reading of the PD Zoning Ordinance, the owner shall sign a TCEA Zone M Agreement or other transportation mitigation program agreement in effect at that time and meet required standards, at a minimum, for Phase 1 (as defined in the PD Zoning Ordinance) of Butler Plaza. The timing of additional agreements shall be specified in the PD Zoning Ordinance. Transportation mobility provisions for the Butler Plaza PD are established in Policy 4.3.6.c.5.~~
12. The owner shall dedicate at least 90 feet and up to 100 feet of right-of-way to the City along the southern edge of SW 1 (as depicted in the PD Zoning Ordinance) and 90 feet from the southeastern corner of SW1 to Southwest 42<sup>nd</sup> Street. Appropriate temporary construction easements shall be provided at no cost to the City. The value of the land shall be established by appraisal as of the date of the final adoption of the PD Zoning Ordinance. The owner, at its expense, shall obtain the appraisal and shall provide a copy of the appraisal to the City for its review and subject to its approval. If the appraisal is approved, the appraised value of the land shall count toward meeting the agreed upon transportation required TCEA Zone M requirements specified in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). A 2-lane roadway, with bike lanes and sidewalks shall be constructed by owner, along this section, connecting Southwest 40<sup>th</sup> Boulevard to Southwest 42<sup>nd</sup> Street. In-lieu of a sidewalk, a 12-foot multi-use path may be constructed along this section. Upon completion of construction, the right-of-way and road improvements shall be dedicated to the City. The roadway improvements along the southern edge of SW 1 shall count toward meeting the agreed upon transportation requirements specified in the TCEA Zone M Agreement executed on January 3, 2012

~~(as modified by the Addendum executed November 29, 2012). TCEA Zone M requirements or other transportation mitigation program requirements in effect at the time of application for development plan review for Phase 1 (as defined in the PD Ordinance) of Butler Plaza.~~ The road improvements from the southeastern corner of SW1 to Southwest 42<sup>nd</sup> Street shall be constructed at the sole expense of the owner. Future connectivity is envisioned to the Alachua County's proposed Southwest 30<sup>th</sup> Avenue I-75 Bridge project shown in the County's Capital Improvements Element. The County's proposed cross-section for the roadway consists of a two-lane divided roadway with bike lanes, two dedicated lanes for rapid transit and a 12-foot multi-use path.

13. The owner shall allow Alachua County to use the stormwater areas within subarea 2 for staging for construction of the County's Southwest 30<sup>th</sup> Avenue I-75 Bridge; provided the County agrees to return the stormwater area to its preexisting condition upon completion of Southwest 30<sup>th</sup> Avenue I-75 Bridge or to modify it, if such modification is agreed to by the City, owner and the County.
14. Butler Plaza shall maximize pedestrian/bicycle connections among all uses, subareas, and external areas, and shall maximize pedestrian safety and comfort. Bicycle racks shall be located close to the main building entrances. Pedestrian facilities shall link streets, buildings, parking and open space areas within and among the subareas. A network of sidewalks and street trees shall be provided on all internal streets (public and private). Sidewalks and pathway connections shall be made from the internal pedestrian system to the public right-of-way adjoining the Planned Use District.

4.3.7 The City establishes the Urban Village, as mapped in the Future Land Use Element Map Series, to support and implement a long-term vision for redevelopment and development in an area proximate to the University of Florida campus.

- a. The long-term vision for redevelopment and development includes:
  1. Promoting infill development and redevelopment that supports a safe, comfortable, and attractive pedestrian environment with convenient interconnections to transit and bicycle facilities;
  2. Promoting street interconnectivity, a gridded street network, and connections among uses;
  3. Providing a complementary mix of land uses with appropriate densities and intensities that support transit usage, future bus rapid transit opportunities, and other multimodal opportunities;

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4. Over time, attaining a high quality level of service for sidewalks, bicycle facilities, and transit facilities;
  5. Promoting the local innovation economy by providing locations for employment opportunities in close proximity to the University of Florida campus within a mixed-use setting;
  6. Promoting quality urban design that requires articulated front facades and places buildings and front entrances close to the sidewalk; and,
  7. Promoting an attractive streetscape with appropriate street trees to provide shading and landscape interest and street furniture with a unified design appearance for the area.
- b. In order to achieve the long-term vision, new development of vacant properties and redevelopment of existing developed properties within the Urban Village shall be evaluated (taking into account the scale, size, nature, density and intensity of the proposed development or redevelopment) to determine which of the following requirements shall apply:
1. New development and redevelopment shall be transit supportive, which includes, but is not limited to: development at appropriate densities and intensities to support transit use (including bus rapid transit); provision of bus shelters with adequate lighting and bicycle storage facilities in appropriate and safe locations; provision of land for bus turnout facilities in appropriate locations; provision of land for smart bus bays in appropriate locations; and sidewalk and bicycle connections to transit stops. The appraised value of land dedicated for: dedicated transit lanes; construction of bus turnout facilities; construction of smart bus bays and other significant transit supportive capital improvements shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation~~ the transportation mobility program requirements in effect at the time of development review.
  2. To establish transit-supportive densities, new development and redevelopment with a mix of residential and non-residential uses shall develop at a minimum residential density of 10 units per acre. To be considered mixed-use, a residential development shall include a minimum of 10,000 square feet of non-residential uses. To be considered mixed-use, a non-residential development shall contain a minimum of 3 residential units. New single-use, residential development shall develop at a minimum density of 20 units per acre. New development that expands an existing single-use residential development on the existing site shall not be required to meet the 20 units per acre density requirement. The minimum

density requirements do not apply to parcels smaller than 0.5 acre that existed prior to 12:01am on June 1, 2009 (the effective date of Ordinance No.080137, that annexed the Urban Village into the City of Gainesville), as documented by the City's records of that date.

3. In order to serve the development/redevelopment and establish a gridded roadway system in the Urban Village, new development and redevelopment shall dedicate land for right-of-way or construct streets. The appraised value of such land dedication and/or street construction shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation~~ the transportation mobility program requirements in effect at the time of development review. Stub-outs shall be provided for future interconnectivity where connections cannot be implemented at the time of development, due to off-site constraints.
4. New development and redevelopment shall include pedestrian scaled blocks that establish a pedestrian scaled street network throughout the Urban Village so that the transportation system in this neighborhood functions well for automobile drivers, transit riders, bicyclists and pedestrians. Pedestrian scale blocks vary in size but are generally no larger than 1,600 feet in perimeter. Where a pedestrian scaled street network is not feasible, the City may allow block sizes up to 3,200 feet in perimeter and may allow sidewalk and bicycle connections or multi-use paths to form the block perimeter. Land development regulations shall specify circumstances in which these exemptions from the maximum perimeter block size are appropriate. These circumstances may include, but are not limited to, locations where: the size or shape of the planning parcel makes inclusion of some streets infeasible, public stormwater or park facilities create impediments; there are regulated natural or archeological resources or regulated wetlands that would be negatively impacted; access management rules prohibit connections; utility constraints make the block size infeasible; there are contamination sites; and the proposed block is inconsistent with City plans for a future street network in the area.
5. New development and redevelopment shall incorporate quality urban form that includes, but is not limited to: build-to lines, façade articulation and glazing, minimum and maximum height, and building relationship to the street. Land development regulations shall specify further requirements for quality urban form.
6. New development and redevelopment shall utilize street types and street sections that are consistent with the Urban Mixed Use-2



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zoning district requirements. Land development regulations shall specify further requirements for street types and street sections.

- c. The following uses are prohibited in the Urban Village: Single-story, large-scale retail (defined as a single retail use with a ground floor footprint exceeding 100,000 square feet) and surface parking as a principal use.
- d. Structured parking is encouraged in the Urban Village, and any multi-family development using only structured parking (except for handicapped accessible surface parking spaces) and/or on-street parking is allowed to develop at 125 units/acre residential density and/or up to a height of 8 stories without obtaining a special use permit. Non-residential development utilizing only structured parking (except for loading spaces and handicapped accessible surface parking spaces) and/or on-street parking is allowed a height of up to 8 stories without obtaining a special use permit. These allowances of additional density and height are specific to the Urban Village and are intended to supersede and take precedence over any contrary provisions in the City's Comprehensive Plan or Land Development Code.

**Objective 4.4 Newly annexed lands shall retain land uses as designated by Alachua County until the Future Land Use Element of this Plan is amended.**

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## Policies

4.4.1 Land use amendments shall be prepared for all annexed properties within one year of annexation.

4.4.2 Alachua County LOS standards shall apply until newly annexed lands are given land use designations in this Plan.

~~4.4.3 Properties that involve a large scale land use amendment shall be placed in a TCEA zone as part of the large scale amendment process for the property. This shall be done by simultaneous amendments to the appropriate TCEA maps in the Comprehensive Plan. Consistent with Policy 1.5.6, the City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as an urban service area is maintained after annexation.~~

~~4.4.4 Properties that involve a small scale land use amendment shall be placed in a TCEA zone during the next large scale amendment cycle. During the interim period after obtaining City land use but prior to placement in a TCEA zone, development on property east of I-75 shall provide for and fund mobility needs by meeting the standards and requirements, as set forth in the Comprehensive Plan, of the most physically proximate TCEA zone. Development on property west of I-75 shall meet the standards and requirements, as set forth in the Comprehensive Plan, for Zone D. Consistent with Policy 1.5.6, the City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as an urban service area is maintained after annexation.~~

**Objective 4.5 The City's land development regulations shall continue to provide standards and guidelines that will regulate signage, subdivision of land, vehicle parking, ~~designation of open spaces, drainage and stormwater management, and on-site traffic flow.~~**

## Policies

4.5.1 The City shall continue to regulate signage in the City of Gainesville through land development regulations.

4.5.2 The City shall continue to regulate the subdivision of land, vehicle parking, and on-site traffic flow, ~~drainage and stormwater management, and the designation of open spaces~~ through land development regulations.

~~4.5.3 The City shall continue to implement the LOS standards adopted in the Stormwater Management Element.~~

**Objective 4.6 Provide a mechanism for consistency between the Future Land Use categories and zoning designations.**

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## Policies

- 4.6.1 Chapter 30, City of Gainesville Code of Ordinances shall implement the Future Land Use categories created by this Plan and shall regulate all development until superseded by new land development regulations as required by this Plan. The Land Development Code shall designate the zoning districts that implement the Future Land Use categories created by this Plan. Proposed developments that do not fall within the parameters of existing zoning districts and categories shall be permitted to develop as Planned Developments and shall meet all the requirements of that zoning classification and the Future Land Use Element.
- 4.6.2 Nothing in this Plan shall limit or modify the rights of any person to complete any development that has been issued a final development order prior of the adoption of this Plan, from which development has commenced and is continuing in good faith. Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the city.

~~**Objective 4.7 Coordinate with any appropriate resource planning and management plan prepared pursuant to chapter 380, Florida Statutes, and approved by the Governor and Cabinet. Coordinate future land uses by encouraging the elimination or reduction of uses that are inconsistent with any interagency hazard mitigation report recommendation that the City determines to be appropriate.**~~

## Policies

- ~~4.7.1 Coordinate resource planning and management plans prepared pursuant to Florida Statutes.~~

**Objective 4.78 A Special Area is established for the Idylwild/Serenola area which shall be subject to the policies and standards contained in this Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the city.**

## Policies

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

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

- a. Preservation of upland communities shall be encouraged through public or private acquisition where possible, and other appropriate methods of preservation.
- b. Appropriate conservation strategies shall be used to permit appropriate development when acquisition is not possible. These development regulations are addressed in the Conservation Element.
- c. Criteria for the conservation of significant uplands shall be developed and included as a part of the development review process.

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

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

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

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

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

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- a. The policies within the Conservation Element of the Gainesville Comprehensive Plan shall apply as they relate to threatened and endangered species.
  - b. Threatened and endangered species listed in official Federal, State, or international treaty lists, i.e., “listed” species, shall be afforded the legal protective status provided by law.
  - c. The encroachment of development upon areas of threatened and endangered species shall be discouraged.
- 4.78.6 Individual sites and areas of archeological significance shall be preserved, protected, or acquired, and wherever possible, enhanced. Policies (a) through (b) below shall apply to archeologically significant areas.
- a. The relocation of construction sites which coincide spatially with identified historical and archeological sites shall be encouraged.
  - b. The development regulations shall establish minimum buffer areas around known archeologically significant areas.
- 4.78.7 The City shall protect existing residential neighborhoods from encroachment of incompatible land uses in the Idylwild/Serenola Special Area; promote compatible land uses on adjacent properties; and encourage the type and intensity of land uses that are consistent with and compatible to the natural characteristics of the land.
- 4.78.8 The policies governing land use in the special area are as follows:
- a. The 44 acres of the Idylwild/Serenola Special Area that were annexed by Ordinance No. 991231, if developed, shall be developed with no more than 88 residential units, each of which must be single-family and detached.
  - b. Residential properties located adjacent to single-family residential neighborhoods should be developed at not higher than a 2 du/a increase in density above the density permitted on any adjacent land within 150 feet. Adjacent properties shall mean abutting properties or properties which are separated only by a private or County right-of-way or easement, but properties that are separated by an arterial street shall not be considered adjacent. Further increases may be permitted only for development shown to be sufficiently similar in character and intensity to existing uses so that compatibility is maintained. Techniques such as step-up in residential density, buffers, setbacks, screening, modest surface parking, and low-intensity lighting between uses—based on performance standards to be defined in the development regulations—may be utilized to provide such compatibility. All density increases for any portion of the 44-acre property annexed by Ordinance No. 991231 shall comply

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with Policy 4.9.8 a., which limits the total number of units for the entire, 44-acre property to 88, each of which must be single-family and detached.

- c. The natural constraints of the land shall be considered in light of any proposed development.
  - d. Provide protection for environmentally significant areas. Specific criteria, standards, and procedures should be identified for development requests including provisions such as appropriate setbacks, buffers, mitigation and restoration requirements and provision of natural open areas.
  - e. Provide for low density/intensity uses around environmentally significant areas such as Paynes Prairie.
  - f. Provide through the development regulations a manner to reevaluate proposed development which has not developed after a designated period of time.
- 4.78.9 Provide the necessary infrastructure to sustain and support growth which maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.
- 4.78.10 To provide for public water and centralized sewer system of adequate size and capacity to protect the sensitive environmental structure of the area, policies (a) through (e) below shall apply.
- a. Extend existing public water lines as appropriate to all approved new development within the Idylwild/Serenola neighborhood, appropriately looped to enhance flow. Such extensions shall be made in accordance with GRU extension policies.
  - b. Extend centralized sanitary sewer facilities as appropriate to all approved new development. Such extensions shall be made in accordance with GRU extension policies.
  - c. Coordinate the extension of water and sewer facilities with the expansion of the GRU treatment plant.
  - d. Require all new development to tie into the extended water and sewer lines when capacity is available. Such connections shall be made in accordance with GRU policies.
  - e. Prohibit new development within the neighborhood unless it is connected to a public water supply and a centralized sewer facility unless:
    - 1. the development is single-family in nature; and
    - 2. is being constructed on a lot of 3 acres or more; and

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3. receives the appropriate permits for either well use, on-site treatment, or both.

**Objective 4.89 Eliminate uses inconsistent with the adopted Future Land Use Plan.**

**Policies**

4.89.1 The City shall continue to have land development regulations that eliminate or control those uses that are found to be inconsistent with the Future Land Use Plan. Land development regulations shall address the continued existence of legal non-conforming uses, and amortization schedules for signs and street graphics.

4.89.2 No legal, nonconforming use at the time this plan is adopted or amended shall be rendered illegal by this plan, except as provided in the land development regulations.

~~**Objective 4.10 Minimize inconsistencies between the Future Land Use Element and the Strategic Plan for Sustainable Economic Development that was developed by the Economic Development Advisory Committee of Alachua County.**~~

~~**Policies**~~

~~4.10.1 The City Plan Board shall, on or before November 29, 2002, review the Strategic Plan for Sustainable Economic Development and any proposed changes for consistency with the Future Land Use Element, and make recommendations as to such consistency to the City Commission.~~

~~4.10.2 Subsequent to the review and recommendation required by Policies 4.10.1 and the City Plan Board shall, on continuing basis, review proposed changes to the Strategic Plan for consistency with the Future Land Use Element and make recommendations to the City Commission as to consistency between Future Land Use Element and the Strategic Plan and changes that may be proposed for the Strategic Plan.~~

~~4.10.3 Where the Strategic Plan or proposed changes to it are found to be inconsistent with the Future Land Use Element by the City Plan Board, the City Plan Board shall recommend to the City Commission changes as appropriate to either the Strategic Plan or /and to the proposed changes to it, or/and to the Future Land Use Element.~~

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

**Objective 5.1 The City shall work in partnership with neighborhoods to facilitate effective communication between the neighborhood residents and the City and develop specific actions to address neighborhood identified goals and improvements.**

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### Policies

- 5.1.1 ~~Continue the neighborhood planning program, utilizing a collaborative and holistic planning process, and designate up to 2 additional neighborhoods per year for participation.~~
- 5.1.2 ~~Assist neighborhoods in developing coordinated Neighborhood Action Plans to address neighborhood issues such as land use and housing, codes enforcement, traffic and infrastructure, crime, recreation and beautification. Plans shall include short and long-term goals identified by the neighborhood and identification of strategies to implement goals.~~
- 5.1.3 ~~Establish Neighborhood Action Teams, comprised of city staff, to assist designated neighborhoods.~~
- 5.1.14 The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.
- 5.1.5 ~~The neighborhood planning program should include a neighborhood registration program for all city neighborhoods that choose to participate.~~
- 5.1.6 ~~The City should develop a neighborhood web page for the City's web site by 2003.~~
- 5.1.7 ~~The City shall prepare a study of the impacts of rentals on single family neighborhoods and shall implement additional programs as necessary and appropriate to stabilize and enhance these neighborhoods.~~



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### Future Land Use Map Series

- ~~Transportation Concurrency Exception Area~~
- ~~Designated Urban Redevelopment Area~~
- ~~Designated Urban Infill and Redevelopment Area~~
- 100-Year Floodplain
- Environmentally Significant Land and Resources
  - Wellfield Protection Zones
  - Floridan Aquifer Recharge
  - Creeks, Lakes, and Wetlands
  - Strategic Ecosystems
- ~~General Soil Associations~~
- ~~Commercial Excavation~~ Active Mine Sites
- Special Area Study: Idylwild/Serenola
- Plum Creek SR-121
- Hatchet Creek PUD
- Butler Plaza Future Land Use
- Butler Plaza PUD Future Land Use Overlay
- Innovation Zone
- Urban Village
- Historic Preservation Map Series
  - Northeast Historic District
  - Pleasant Street Historic District
  - Southeast Gainesville Historic District
  - University Heights Historic District—North
  - University Heights Historic District—South
  - Designated Historically Significant Prop
- Generalized Future Land Use Map [Note: This map is on file at the Planning and Development Services Department. Come to Thomas Center B, Planning Counter]

**Exhibit A-2: Future Land Use Element Supplemental Data and Analysis****Land Use Plan Analysis and Requirements**

As set forth by Section 163.3177(6)(a)2, Florida Statutes, the future land use plan must be based on surveys, studies, and data regarding the area, as applicable, including:

- a. The amount of land required to accommodate anticipated growth.
- b. The projected permanent and seasonal population of the area.
- c. The character of undeveloped land.
- d. The availability of water supplies, public facilities, and services.
- e. The need for redevelopment, including the renewal of blighted areas and the elimination of nonconforming uses which are inconsistent with the character of the community.
- f. The compatibility of uses on lands adjacent to or closely proximate to military installations.
- g. The compatibility of uses on lands adjacent to an airport as defined in s. 330.35 and consistent with s. 333.02.
- h. The discouragement of urban sprawl.
- i. The need for job creation, capital investment, and economic development that will strengthen and diversify the community's economy.
- j. The need to modify land uses and development patterns within antiquated subdivisions.

This document is intended to supplement the City of Gainesville's existing Future Land Use Element Data and Analysis report (dated February 6, 2001) by addressing these 10 factors as required by Florida Statutes.

- *The amount of land required to accommodate anticipated growth*

Table 1 contains acreage totals for each land use category established in the Future Land Use Element.

**Table 1: Future Land Use Categories Acreage**

<b>Land Use Category</b>	<b>Description</b>	<b>Total Acres</b>	<b>% of Total</b>
SF	Single Family Residential, 1-8 units/acre	9,375.62	26.0%
RL	Residential Low density, up to 12 units/acre	2,018.05	5.6%
RM	Multiple Family Medium density, 8-30 units/acre	2,013.43	5.6%
RH	Multiple Family High density, 8-100 units/acre	203.31	0.6%
MUR	Mixed-Use Residential, up to 75 units/acre	35.93	0.1%
MUL	Mixed-Use Low Intensity, 8-30 units/acre	596.35	1.7%
MUM	Mixed-Use Medium Intensity, 12-30 units/acre	498.72	1.4%

MUH	Mixed-Use High Intensity, up to 150 units/acre	240.27	0.7%
UMU-1	Urban Mixed-Use 1, 8-75 units/acre and up to 25 additional units/acre with a special use permit	23.66	0.1%
UMU-2	Urban Mixed-Use 2, 10 to 100 units/acre and up to 25 additional units/acre with a special use permit	566.64	1.6%
O	Office	665.94	1.8%
C	Commercial	842.93	2.3%
BI	Business Industrial	232.78	0.6%
IND	Industrial	2,739.22	7.6%
E	Education	2,319.68	6.4%
REC	Recreation	617.43	1.7%
CON	Conservation	3,766.62	10.4%
AGR	Agriculture	930.12	2.6%
PF	Public Facilities and Operations	4,744.88	13.2%
PUD	Planned Use District	1,285.06	3.6%
AC/C1	Alachua County Conservation	1.71	0.0%
AC/R-AG	Alachua County Rural Agriculture	1,932.06	5.4%
AC/LOW	Alachua County Low Density Residential (1-4 units/acre)	2.03	0.0%
AC/MED	Alachua County Medium Density Residential (greater than 4 to less than or equal to 8 units/acre)	132.04	0.4%
AC/IND	Alachua County Heavy Industrial	64.71	0.2%
AC/IND-L	Alachua County Light Industrial	218.47	0.6%
<b>Total:</b>		<b>36,067.66</b>	<b>100.0%</b>

The City of Gainesville will more than adequately meet its residential needs associated with projected population growth through the 2013-2023 planning period by using a combination of existing vacant built housing units, high-density redevelopment (10 to 100 units/acre and up to 25 additional units/acre with a special use permit) near the University of Florida campus, and several large planned developments in northwest, northeast, and southwest Gainesville.

As noted in the Housing Element Supplemental Data and Analysis Report, the 2010 Census estimated that the number of vacant housing units was 6,547 (an 11.4% vacancy rate). Absorption of some of the vacant units provides a supply of housing units for projected housing needs. Utilizing a 6% vacancy rate as a reasonable percentage to provide for market variety and competitive pricing, the 11.4% vacancy rate represents about a 5.4% surplus (almost 2 times the amount of vacant housing units needed for market considerations) of housing units (3,092) that are available to meet future housing unit demand.

Most of these new housing needs will be provided by existing approved developments (subdivisions and multi-family complexes) that have yet to be built or built out. Significant redevelopment that has increased density in areas close to the University of Florida is providing housing units in that area. In addition, housing units in the unincorporated urban area, plus approved developments by Alachua County, can assist in providing the needed housing units.

Table 2 illustrates the projected number of new housing units that must be provided in the city to meet the housing needs of the future population for the planning period (2013-2023). The methodology associated with these projections is found in the Housing Element Supplemental Data and Analysis Report.

**Table 2: Projected Housing Unit Needs**

Year	Projected Population in Housing Units	Number of Households	Net Increase in Households	Number of New Housing Units Needed
2012	111,545	50,934	0	0
2013	118,514	54,116	3,182	90
2014	119,327	54,487	371	393
2015	120,651	55,092	604	640
2016	121,744	55,591	499	529
2017	123,094	56,207	616	653
2018	124,210	56,717	509	540
2019	125,587	57,346	629	667
2020	126,725	57,865	519	551
2021	128,130	58,507	642	680
2022	129,290	59,036	530	561
2023	130,723	59,691	655	694
<b>Total</b>				<b>5,998</b>

During the period 2013-2023, a total of 5,998 new housing units will be needed (this includes maintaining the 6% vacancy rate). This is an average of 599 new units per year.

The projected need for non-residential development (commercial, industrial, and office) will be met through approximately 2,050,000 square feet of planned non-residential development located within the Plum Creek, Hatchet Creek, and Butler Plaza developments. Non-residential development near downtown and the University will be facilitated through continued redevelopment within the University Heights and Urban Village areas at increased densities and intensities.

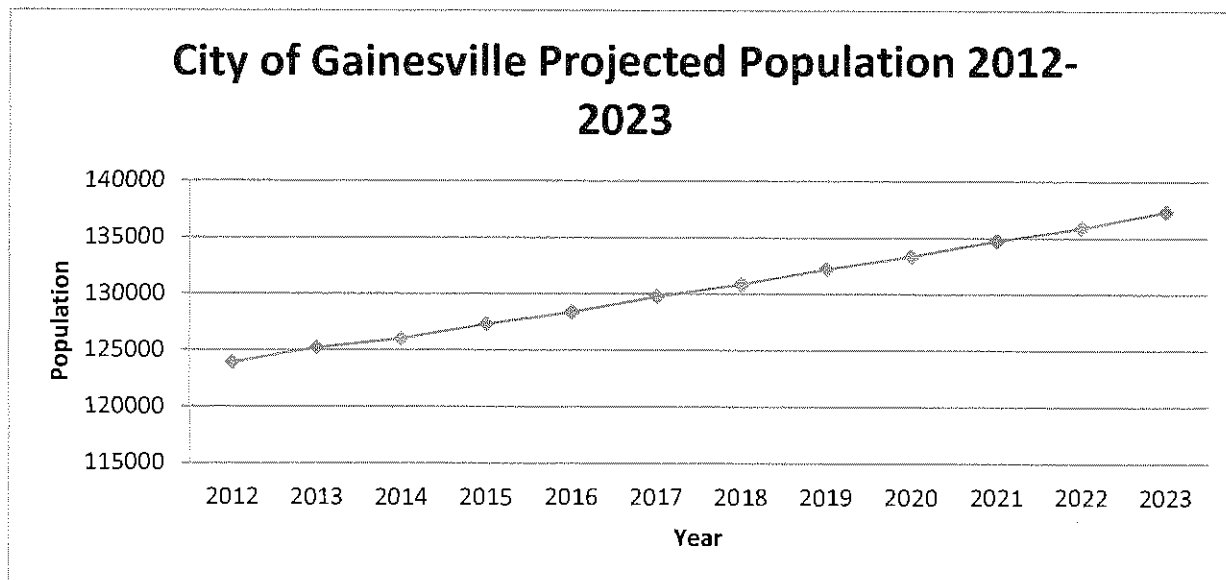
- **Projected Permanent and Seasonal Population**

The year 2012 population figure is the most recent estimate available from the Bureau of Economic and Business Research for City of Gainesville. The 2012 base year was used to make the future projections.

**Table 3: Projected City Population: 2013 – 2023**

Year	City Population
2012	123,903
2013	125,206
2014	125,992
2015	127,317
2016	128,398
2017	129,747
2018	130,848
2019	132,224
2020	133,345
2021	134,747
2022	135,889
2023	137,317

**Figure 1: Projected City Population: 2013-2023**



### Projection Methodology

The methodology used to project population is a slowly declining share of overall Alachua County population. This is appropriate because the last twenty years of growth in Gainesville

have been due primarily to annexations of populated areas. As the time period from large population annexations increases, the decline in the percentage or share of overall population starts to increase.

The City's population projections rely on data from the April 2012 Bureau of Economic and Business Research (BEBR) projections for Alachua County for future years. The medium projections were used because they are considered the most reliable forecasts. The following projections were calculated:

**Table 4: Projected Alachua County Population (2012 data)**

Year	2012	2015	2020	2025	2030	2035
<b>Population</b>	246,770	255,500	268,300	280,600	292,500	303,900

*Source: BEBR, April 2012 (Office of Economic and Demographic Research)*

Based on the BEBR projections for Alachua County for 2012 and 2020, the City used the following steps to produce the population projections.

1. A linear interpolation of the Alachua County data between 2012 and 2020 was developed using a constant annual growth rate of approximately 1.051%.
2. The ratio or share of estimated 2012 City population to 2012 overall County population was calculated at 50.21%.
3. The 50.21% share was held constant for 2013 and then was reduced slightly over the period to result in a slowly declining percentage of the overall County population. This is illustrated below:

**Table 5: City Share of County Population**

Year	Percentage of County Population
2012	50.21%
2013	50.21%
2014	50.00%
2015	50.00%
2016	49.90%
2017	49.90%
2018	49.80%
2019	49.80%
2020	49.70%
2021	49.70%
2022	49.60%
2023	49.60%

**Assumptions**

The following assumptions were used in finalizing the projections:

1. Population increases associated with annexations are not included in these projections because the City cannot predict how much population will be annexed or whether specific annexation attempts will be successful. These projections assume city limits remain constant over the ten-year planning period.
2. No efforts will be undertaken to reduce existing residential densities as shown on the Future Land Use Map.
3. The local, state and national economies will experience slow to moderate recovery during the planning period.
4. The University of Florida will maintain its current undergraduate enrollment policies of modest enrollment growth, especially in the early projection years through 2015.
5. The City's growth will see a slightly declining share of the total population growth of Alachua County due to reduced redevelopment possibilities within city limits and housing competition with Alachua County and the other municipalities such as the City of Alachua and the City of Newberry.

- ***The Character of Undeveloped Land***

The largest concentrations of developable, vacant land within City limits are shown in Table 6 below.

**Table 6: Major Vacant Land Areas**

<b>Project/Property</b>	<b>Existing Land Use Category</b>	<b>Total Vacant Acres</b>
Deerhaven Annexation Area	Alachua County: Rural Agriculture	1,945
Butler Plaza PUD (Vacant area)	Planned Use District	159
Hatchet Creek PUD	Planned Use District	498
Plum Creek	Planned Use District, Residential Low-Density, Single-Family, Conservation	1,777
Plum Creek Timberlands	Agriculture	1,222
Prairie View Trust Property	Business Industrial	285
Weiss Property	Single Family	706
Demetree Property	Alachua County: Residential Medium Density	132
<b>Total</b>		<b>6,701</b>

These properties are depicted in Map 1 on the following page. It is important to note that the total vacant acres shown in the table above are not representative of the actual developable area of these listed properties. Where present, environmental features such as regulated surface waters, wetlands, floodplains, flood channel, and/or natural and archeological resources will

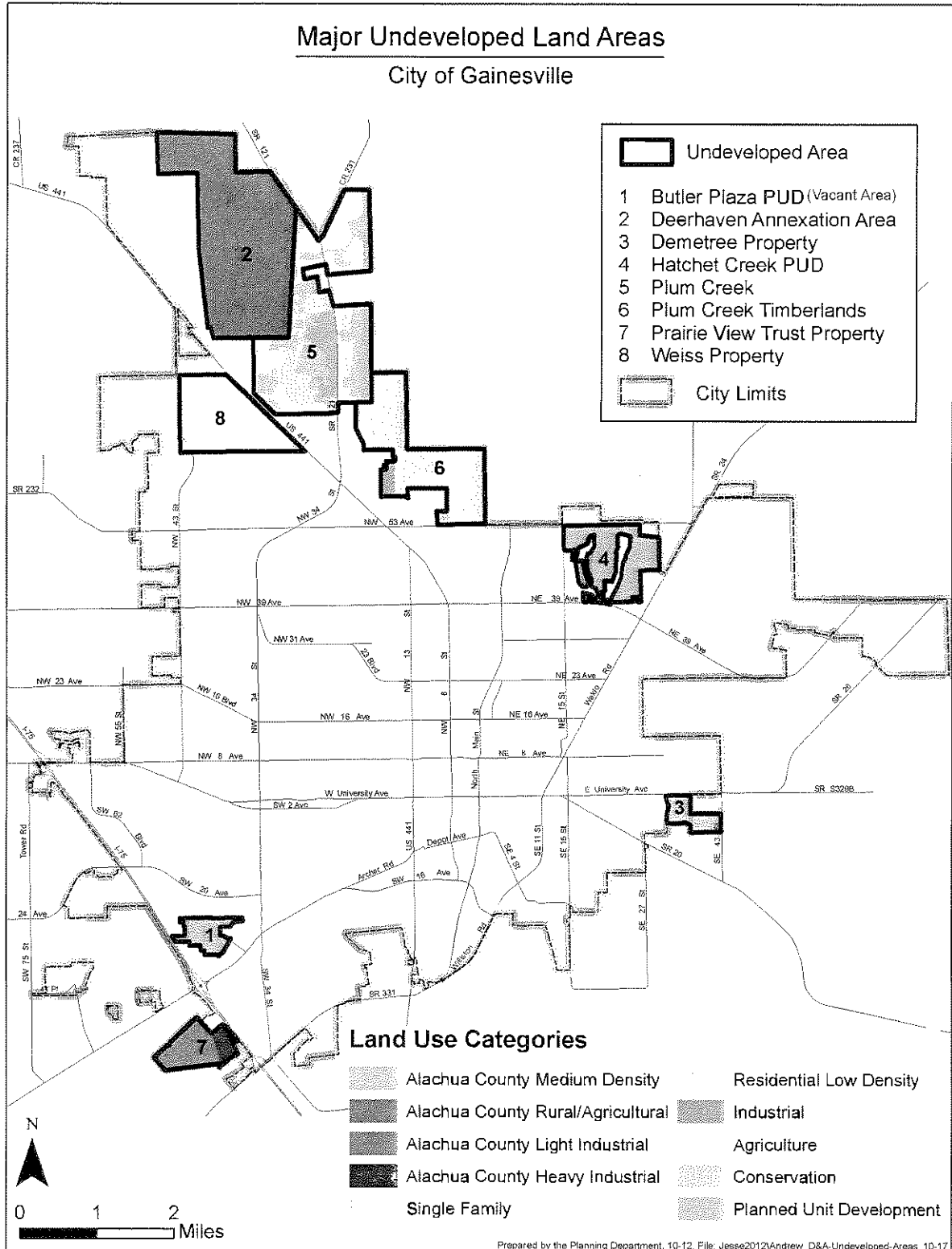
limit the developable area of these properties. Additionally, portions of all of the properties, with the exception of Butler Plaza PUD (Vacant area), are designated Strategic Ecosystem and are subject to additional regulations which may further reduce the developable vacant acreage listed in Table 6. The full extent of the reduction of developable areas for these properties will be determined at the site planning stage through a required environmental study and consultation with the City's Environmental Coordinator.

The Plum Creek property also contains approximately 700 acres of land that has been designated with the Conservation land use which reduces the developable acreage to 1,077 from the total vacant acres shown in Table 6. It should also be noted that the large tract of agricultural land labeled Plum Creek Timberlands (1,222 acres) is in active silviculture. This land could eventually be converted to developable acreage with a land use amendment. However, it is not currently anticipated that this will occur during the 2013-2023 planning period.

The Deerhaven Annexation Area was annexed into the City of Gainesville on February 12, 2007 and has not received a City of Gainesville future land use designation. The Demetree Property was annexed into the City of Gainesville on January 19, 2012 and also has not received a City land use designation. Both properties contain significant environmental resources which have delayed land use actions until appropriate land use designations can be determined.



Map 1: Major Undeveloped Land Areas



- ***Availability of Water Supplies, Public Facilities, and Services***

On September 6, 2012, the City Commission adopted the 5-Year Schedule of Capital Improvements for FYs 2011/2012 - 2015/2016. As demonstrated in that document, the City has no current Level of Service (LOS) deficiencies that are not either being addressed with current projects underway or projects that are fully funded with schedules for completion during the next five years.

Projected deficiencies in potable water, wastewater, recreation, stormwater management, and public schools facilities are included as programmed capital projects to maintain existing adopted LOS. The Transportation Mobility and transit projects shown in the 5-Year Schedule are not related to correcting roadway level of service problems because the entire city limits currently falls within a Transportation Concurrency Exception Area (TCEA). As part of the Evaluation and Appraisal update of the City's Comprehensive Plan, the City will rescind transportation concurrency. As a result, it will no longer be included in the concurrency management system. A new Transportation Mobility Program is proposed in the Transportation Mobility Element that will assist the City in providing for adequate transportation facilities.

The Future Land Use and Capital Improvements Elements stipulate that prior to the approval of an application for a development order or permit, a concurrency analysis is required, and no final development order is issued unless existing facilities and services have capacity in accordance with the current adopted Level of Service (LOS) standards, 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.

- ***Need for Redevelopment***

Within the City of Gainesville there are four community redevelopment areas: Eastside, Fifth Avenue/Pleasant Street, Downtown and College Park/University Heights. Redevelopment within these areas is supported by the Comprehensive Plan through a combination of strategies. These strategies include, increasing residential densities near downtown and the University of Florida, encouraging mixed use development, promoting transportation choice, establishing urban design standards, and providing incentives through the use of off-site stormwater facilities.

- ***Compatibility of Uses on Lands Adjacent to or Closely Proximate to Military Installations***

Currently, there are no military installations located within the City of Gainesville city limits.

- ***Compatibility of Uses on Lands Adjacent to an Airport as Defined in S. 330.35 and Consistent with S. 333.02***

The City of Gainesville has adopted airport hazard zoning regulations in the Land Development Code (Appendix F). These regulations control development standards for land uses and building/structure height standards located within the Airport Zones of Influence and other zones prescribed in the Federal Aviation Regulations and consistent with Section 330.02, Florida

Statutes. Updates to the airport zoning regulations concerning the use of land within the Airport Noise Zone and a new Airport Noise Zone Map were adopted in December, 2009.

- ***Discouragement of Urban Sprawl***

The City is amending Future Land Use Element Policy 4.1.3 to include the consideration of an urban sprawl analysis, as defined in Chapter 163.3164 Florida Statutes and consistent with the requirements of Chapter 163.3177(6)(a)9 Florida Statutes, as a factor in reviewing proposed changes to the Future Land Use Map. In addition, Objective 1.5 of the Future Land Use Element and the related policies establishes the entire area within current city limits as an urban service area. As previously stated, the City of Gainesville continues to pursue strategies to increase the potential for redevelopment within the urban core and the Urban Village through a combination of transit and pedestrian improvements, design standards, increased densities and intensities, and redevelopment incentive programs.

- ***Need for Job Creation, Capital Investment, and Economic Development***

The City has sought to promote the development of an Innovation Economy which is defined as those technology firms and/or entities that bring a new process or technique to the production process and that are often, but not exclusively, related in some manner to University driven research, and are generally represented by sectors such as Agritechnology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology. To this end, the City of Gainesville has incorporated policy recommendations into the current Future Land Use Element identified in the City's Strategic/Action Plan for Economic Development regarding economic development initiatives within the Gainesville Innovation Zone.

- ***Need to Modify Land Uses and Development Patterns within Antiquated Subdivisions***





The City of Gainesville has established a procedure for abandonment of antiquated platted subdivisions within the Land Development Code. In an effort to encourage redevelopment of underutilized parcels, the City has also increased residential densities within designated redevelopment areas and recently annexed suburban areas to encourage lot assembly and redevelopment. As previously referenced, the City has established several redevelopment incentive programs in certain areas to further encourage modification and/or redevelopment of antiquated subdivisions.

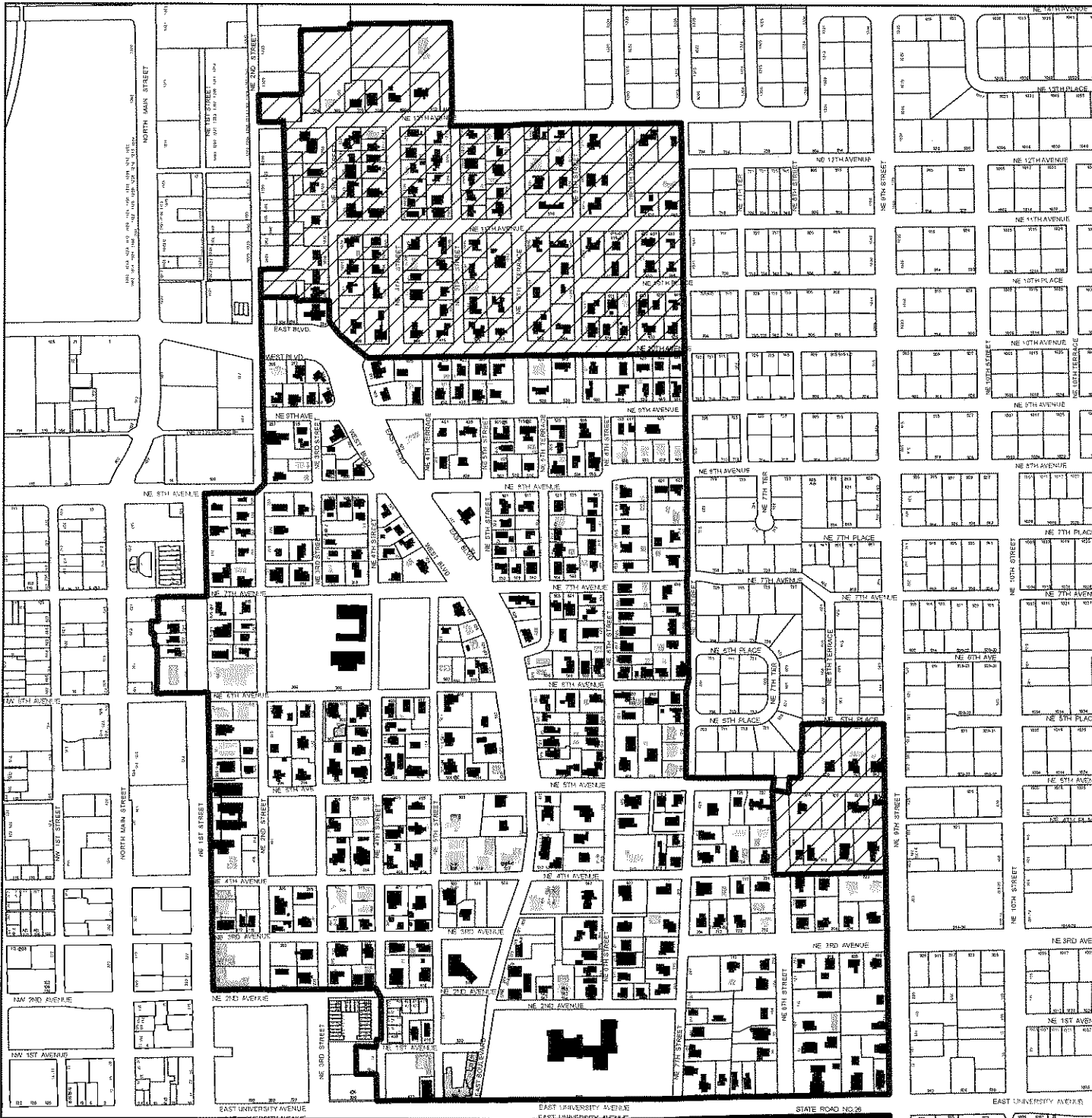
**Exhibit A-3: Historic Preservation Map Series (6 maps)**

# FUTURE LAND USE ELEMENT

## Northeast Gainesville Residential Historic District

### Legend

-  Historic District Boundary
-  Added in 1997
- Historic Structures Status**
-  Contributing
-  Non-Contributing



### City of Gainesville Gainesville, Florida

Prepared by the Planning and  
Development Services Department  
February 2011


0 205 410 820 Feet




# FUTURE LAND USE ELEMENT


## Pleasant Street Historic District

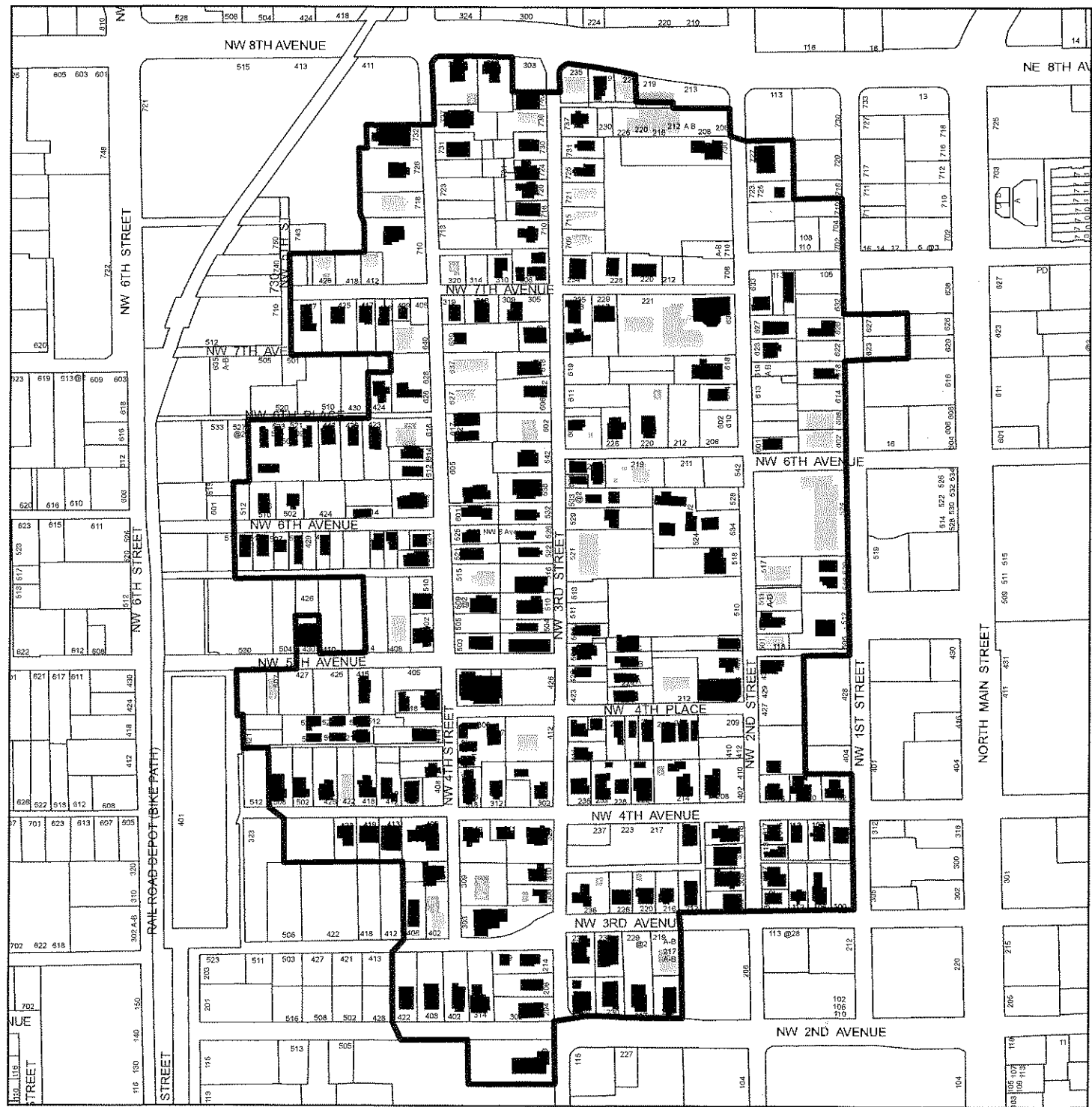
### Legend

 Historic District Boundary

### Historic Structures Status

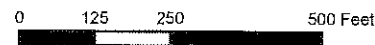
 Contributing

 Non-Contributing



## City of Gainesville Gainesville, Florida

Prepared by the Planning and  
Development Services Department  
February 2011



# FUTURE LAND USE ELEMENT


## Southeast Gainesville Historic District


### Legend

 Historic District Boundary

### Historic Structures

#### Status

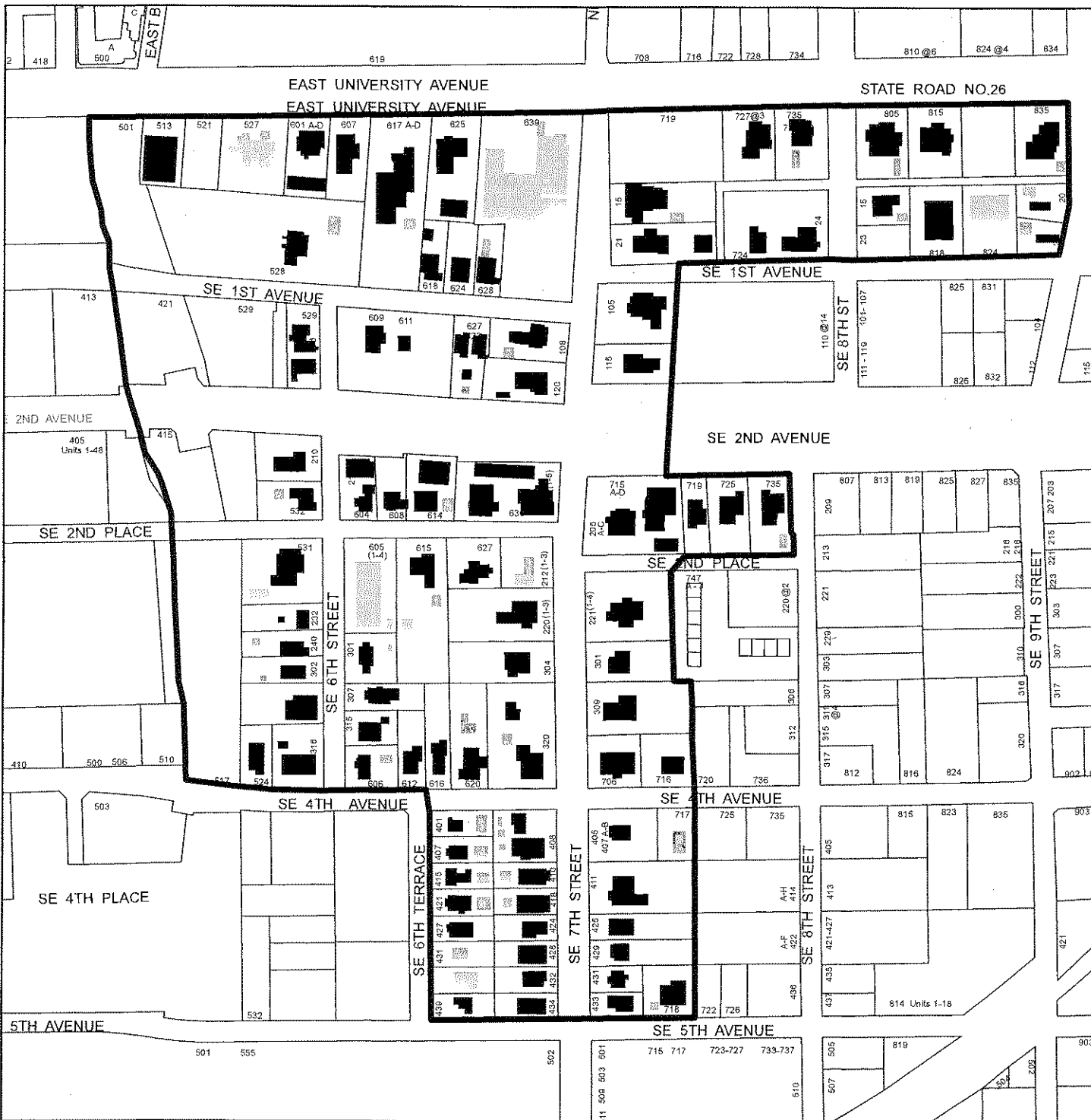
 Contributing

 Non-Contributing

## City of Gainesville Gainesville, Florida

Prepared by the Planning and  
Development Services Department  
February 2011

0 100 200 400 Feet










# FUTURE LAND USE ELEMENT

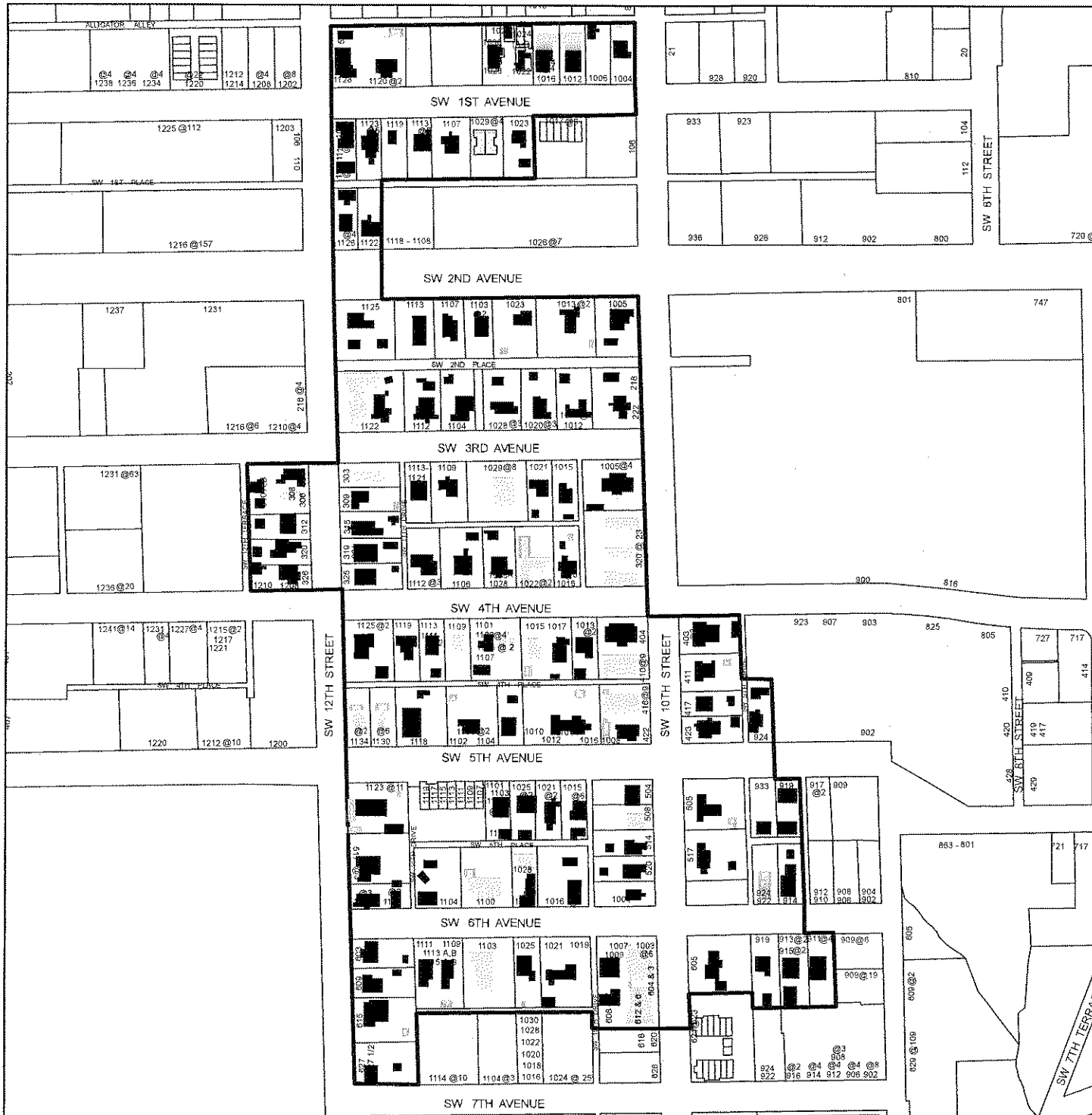
## University Heights Historic District - South

### Legend

 Historic District Boundary

### Historic Structures Status

-  Contributing
-  Non-Contributing



## City of Gainesville Gainesville, Florida

Prepared by the Planning and  
Development Services Department  
February 2011

0 100 200 400 Feet



# FUTURE LAND USE ELEMENT

Designated Historically Significant Properties

### Legend

- Designated Historically Significant Properties
- City Limits

- 1 - Baird Hardware Company Warehouse (N)
- 2 - Boulware Springs (N)
- 3 - Star Garage (N)
- 4 - Cox Furniture Store (N)
- 5 - Cox Furniture Warehouse (N)
- 6 - Masonic Order Lodge #41 (N)
- 7 - Shady Grove Primitive Baptist Church (N)
- 8 - Bethel Gas Station (L)
- 9 - 8 SW 10th Street (L)
- 10 - Baldwin House (L)
- 11 - A Quinn Jones House (L)
- 12 - Bailey House (B)
- 13 - Hippodrome State Theater (B)
- 14 - Seagle Building (B)
- 15 - Old Gainesville Depot (B)

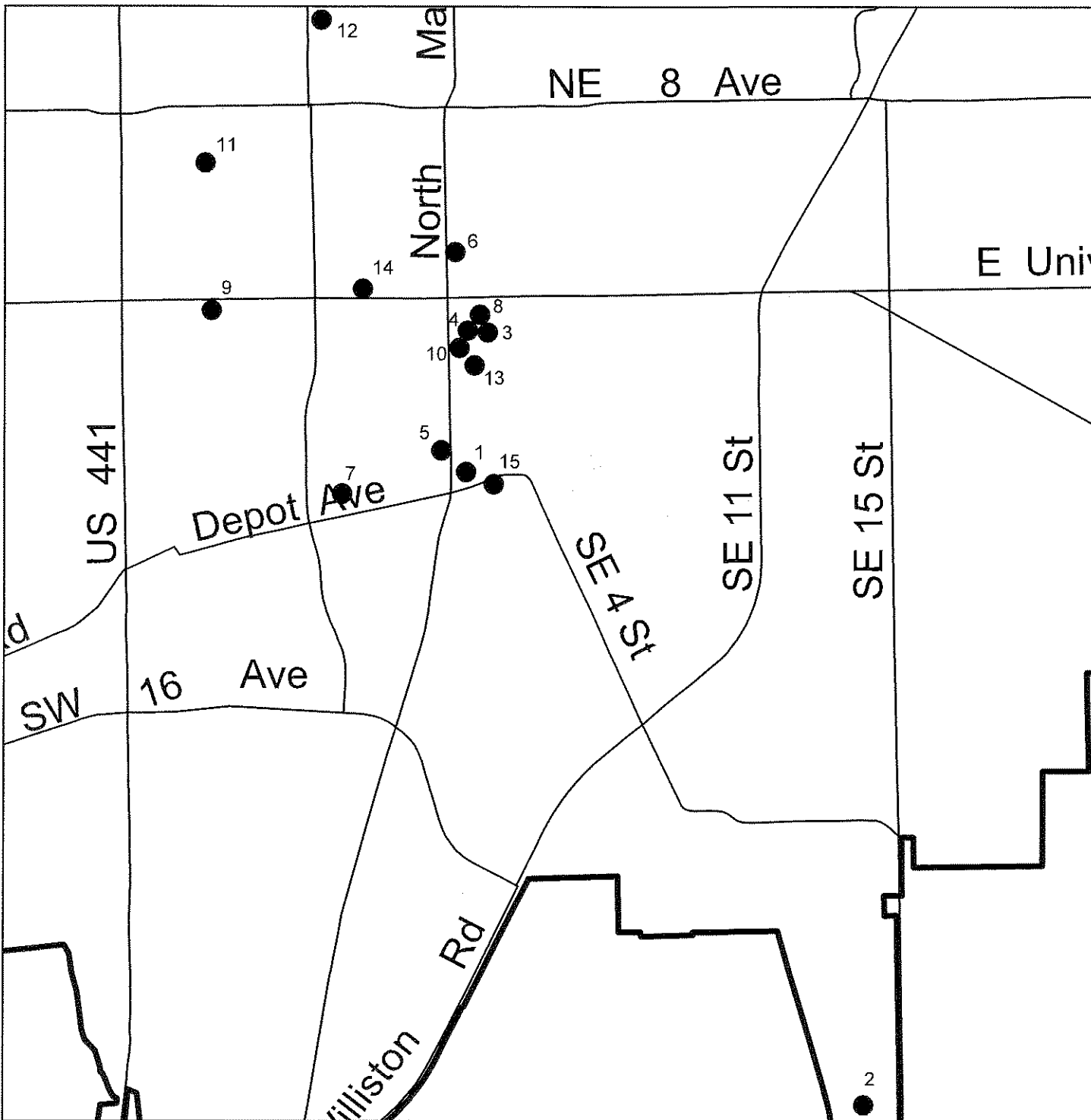
(N) Listed on National Register  
 (L) Listed on Local Register  
 (B) Listed on National and Local Register

\*Historically Significant Properties that are located in a designated Historic District are not shown on this map.

## City of Gainesville Gainesville, Florida



Prepared by the Planning and Development Services Department  
 February 2012

1,500 750 0 1,500 Feet



# FUTURE LAND USE ELEMENT

Special Study Area - Idylwild/Serenola

-  Idylwild/Serenola Special Area Study
-  Gainesville City Limits

Source: Alachua County,  
CPA-06-96, ORD. 97-14

**City of Gainesville  
Gainesville, Florida**

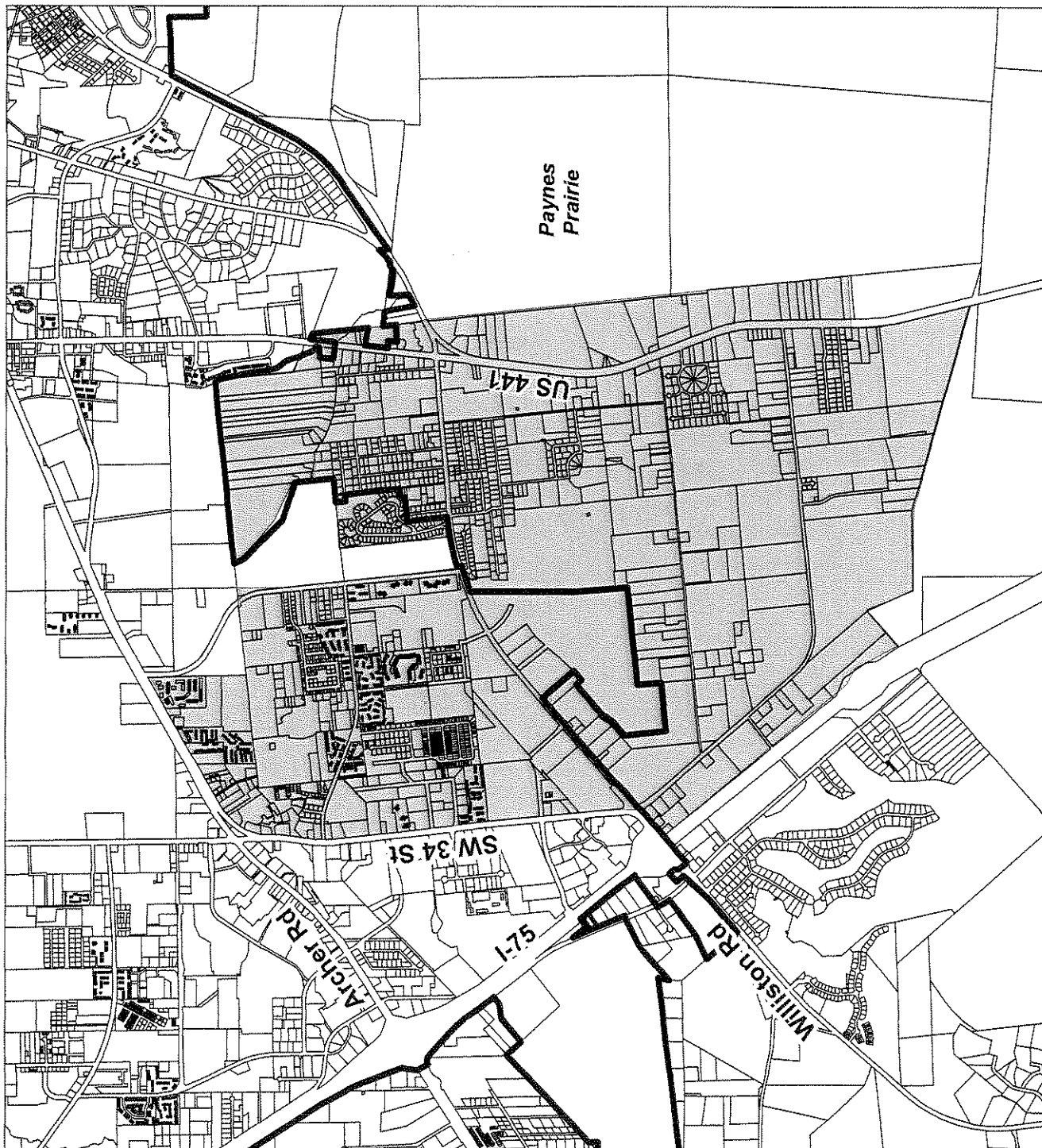
Prepared by the Department of Planning  
and Development Services, August 2011

EXHIBIT

12 370C

tabbles

A-4



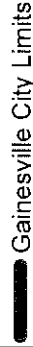
**FUTURE LAND USE  
MAP SERIES**

Innovation Zone

**Legend**



Innovation zone



Gainesville City Limits

EXHIBIT  
120370C

tabbles

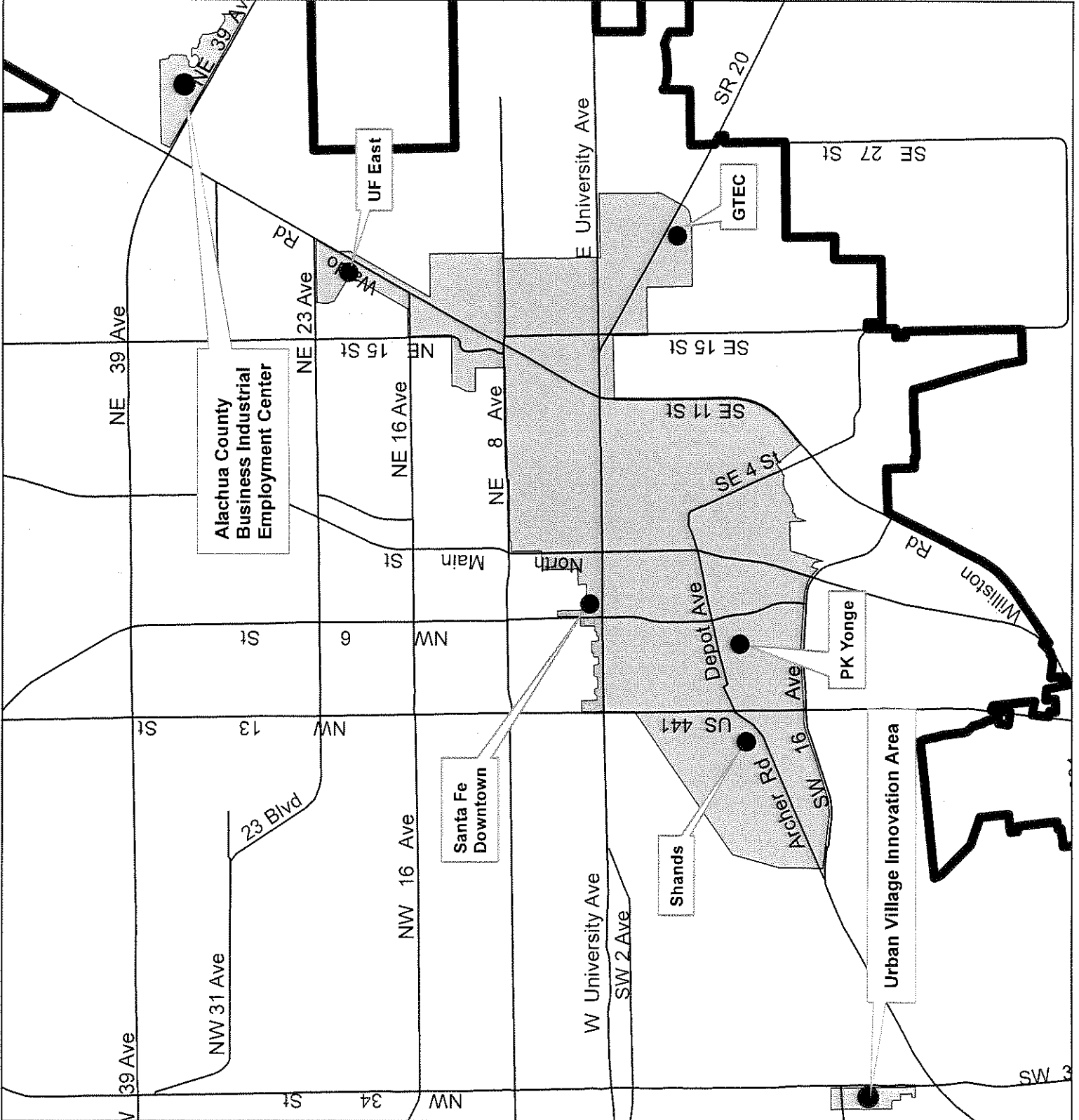
A-5



0.5 0.25 0 0.5 Miles

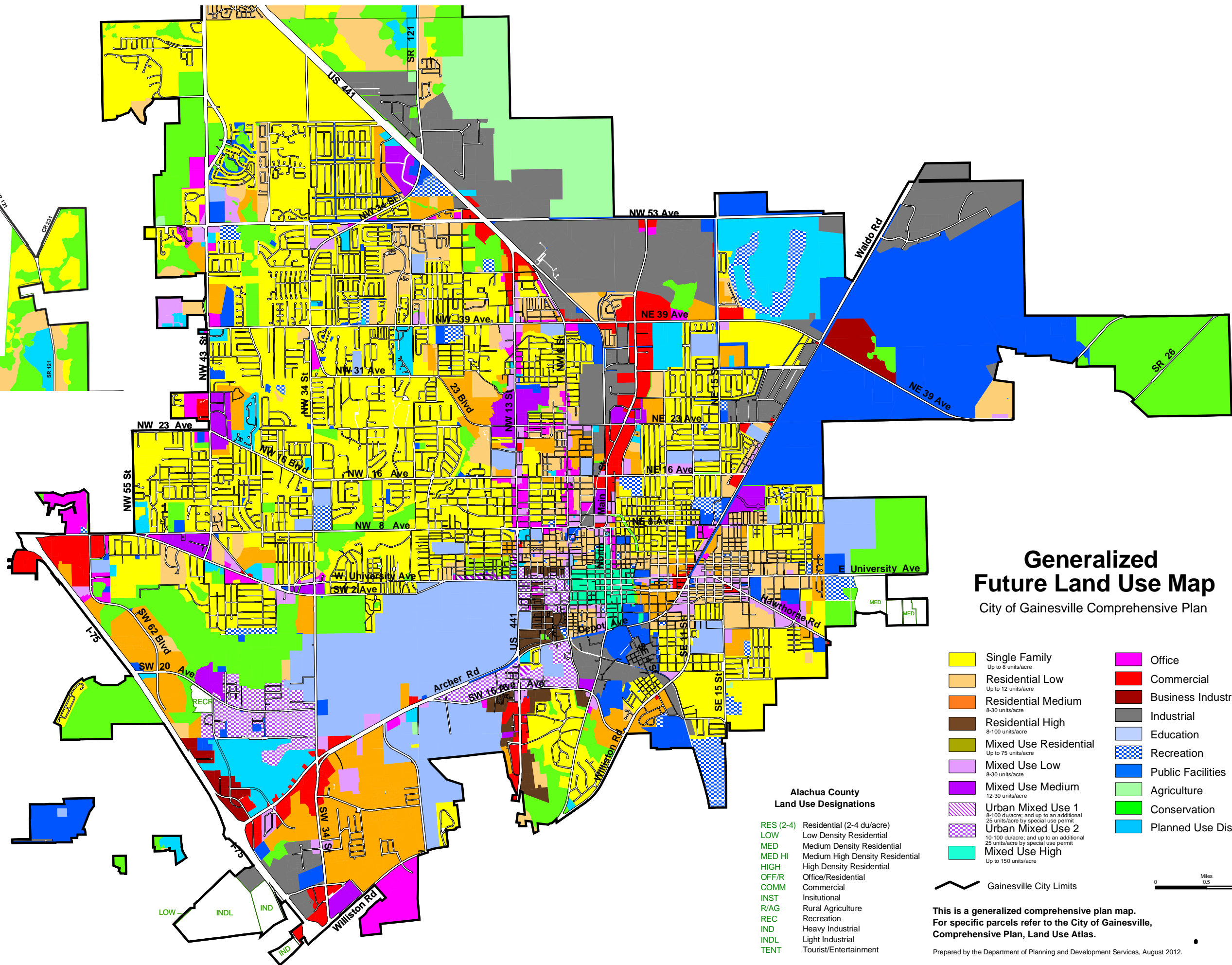
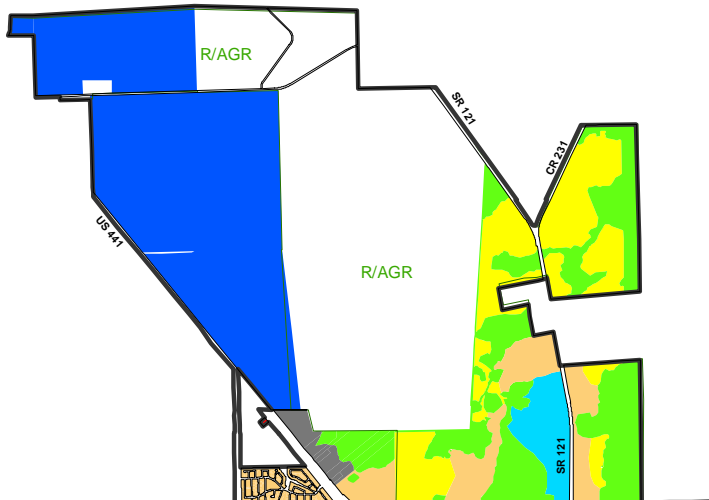
**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Planning & Development Services  
August 2012



See Inset

Inset



### Generalized Future Land Use Map

City of Gainesville Comprehensive Plan

- |                                                                                                  |                      |
|--------------------------------------------------------------------------------------------------|----------------------|
| Single Family<br>Up to 8 units/acre                                                              | Office               |
| Residential Low<br>Up to 12 units/acre                                                           | Commercial           |
| Residential Medium<br>8-30 units/acre                                                            | Business Industrial  |
| Residential High<br>8-100 units/acre                                                             | Industrial           |
| Mixed Use Residential<br>Up to 75 units/acre                                                     | Education            |
| Mixed Use Low<br>8-30 units/acre                                                                 | Recreation           |
| Mixed Use Medium<br>12-30 units/acre                                                             | Public Facilities    |
| Urban Mixed Use 1<br>8-100 du/acre; and up to an additional 25 units/acre by special use permit  | Agriculture          |
| Urban Mixed Use 2<br>10-100 du/acre; and up to an additional 25 units/acre by special use permit | Conservation         |
| Mixed Use High<br>Up to 150 units/acre                                                           | Planned Use District |

- Alachua County Land Use Designations**
- RES (2-4) Residential (2-4 du/acre)
  - LOW Low Density Residential
  - MED Medium Density Residential
  - MED HI Medium High Density Residential
  - HIGH High Density Residential
  - OFF/R Office/Residential
  - COMM Commercial
  - INST Institutional
  - R/AG Rural Agriculture
  - REC Recreation
  - IND Heavy Industrial
  - INDL Light Industrial
  - TENT Tourist/Entertainment



This is a generalized comprehensive plan map. For specific parcels refer to the City of Gainesville, Comprehensive Plan, Land Use Atlas.

Prepared by the Department of Planning and Development Services, August 2012.

**Petition PB-12-112 CPA** City Plan Board. Amend the City of Gainesville Comprehensive Plan Future Land Use Element to change the permitted uses in the Industrial and Public Facilities land use categories.

Principal Planner Onelia Lazzari, AICP, gave the staff presentation. She explained that various changes are proposed to the Element's adopted policies (Goals, Objectives, and Policies) and maps (Future Land Use Map Series), and to the Supplemental Data & Analysis Report. Changes to adopted policies are required for consistency with the State law (primarily Chapter Law 2011-139 and deletion of Rule 9J-5, F.A.C.) and for internal consistency with the Comprehensive Plan. Proposed policy deletions are due both to completed and discontinued programs. She noted that because of a request by the agent for Butler Plaza for additional time to review the extensive changes regarding the TCEA in the Butler Plaza PUD (FLUE Policy 4.3.6), staff is recommending that Policy 4.3.6 be continued to the December meeting of the City Plan Board.

Major changes to policies are required because of the City Commission's directive to rescind transportation concurrency and replace the TCEA (Transportation Concurrency Exception Area, which is embodied in the to-be-deleted Concurrency Management Element) with a citywide transportation mobility program. All references to the TCEA are being deleted, and the TCEA map is being removed from the Future Land Use Map Series. New Policy 3.4.5 pertains to the transition from the TCEA and Concurrency Management Element to the proposed Transportation Mobility Program that is to be adopted in the Transportation Mobility Element. Ms. Lazzari pointed out that the highlighted revisions in Policy 3.4.5 distributed this evening reflect recent input from the City Attorney.

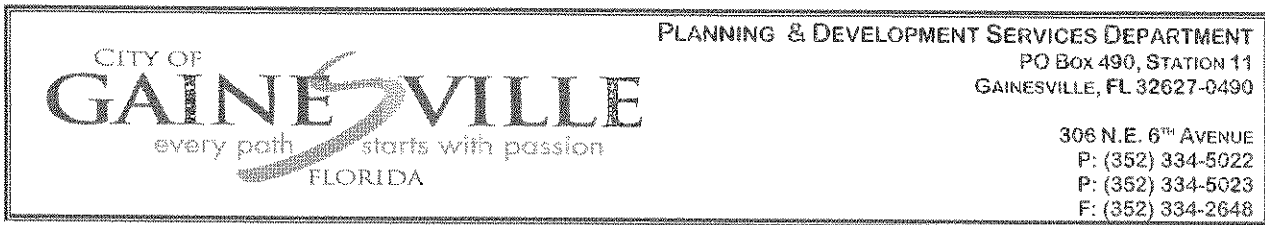
Various maps in the Future Land Use Map Series have been updated to reflect changes to City limits due to annexation. New maps that show the City's historic districts are also proposed for the Future Land Use Map Series, which is a statutorily required, adopted component of the Future Land Use Element. Changes to the Supplemental Data & Analysis Report include updated acreages for the various future land use categories, updated population projections, discussion of vacant land area, and a map of major vacant land areas.

<b>Motion By:</b> Crystal Goodison	<b>Seconded By:</b> Pete Johnson
<b>Moved To:</b> Approve Petition PB-12-112 CPA including new and revised maps as shown in the staff report, with revised Policy 3.4.5 as presented at the October 25 <sup>th</sup> Plan Board hearing, and continue Policy 4.3.6 to the December meeting of the Plan Board.	<b>Upon Vote:</b> 6-0

**Petition PB-12-112 CPA.** City Plan Board. Amend the City of Gainesville Comprehensive Plan Future Land Use Element to change the permitted uses in the Industrial and Public Facilities land use categories. **Policy 4.3.6 only.**

Principal Planner Onelia Lazzari, AICP, gave the staff presentation. The Plan Board approved Petition PB-12-112 CPA on October 25th, but Policy 4.3.6, which is a lengthy policy that pertains to the Butler Plaza PUD, was continued in order to provide adequate review time to the Butler Plaza development team. The Butler Plaza team has completed its review and is in agreement with the proposed revisions to Policy 4.3.6.

<b>Motion By:</b> Bob Ackerman	<b>Seconded By:</b> Erin Condon
<b>Moved To:</b> Approve Policy 4.3.6 in Petition PB-12-112 CPA (with amendments to reference the TCEA Addendum executed 11/29/12) as part of the overall update of the Future Land Use Element for the Evaluation & Appraisal amendments to the Comprehensive Plan.	<b>Upon Vote:</b> 6-0



**TO:** City Plan Board **Item Number: 12**

**FROM:** Planning & Development Services Department **DATE: December 3,**  
 Staff **2012**

**Revised December 11,**  
**2012**

**SUBJECT:** Petition PB-12-134 CPA, City Plan Board. Amend the City of Gainesville Comprehensive Plan Future Land Use Element to change the permitted uses in the Industrial and Public Facilities land use categories.

### Recommendation

Staff recommends approval of Petition PB-12-134 CPA.

### Discussion

This petition amends the permitted uses in the Industrial and Public Facilities future land use categories described within the Future Land Use Element. These amendments are necessary to improve clarity and to allow more flexibility within these land use categories.

The proposed change to the Industrial land use category will provide clarity, by clearly stating that non-industrial uses are allowed when implemented as part of an adopted Planned Development ordinance. The existing Industrial land use category allows non-industrial uses when they are sensitively designed. However, the term “sensitively designed” is not defined within the Comprehensive Plan or the Land Development Code. This creates a lack of clarity for developers and staff attempting to apply this standard to non-industrial uses within the Industrial land use category. The proposed amendment will allow non-industrial uses within the framework of the Planned Development ordinance process, which is intended to promote overall coordinated building and facility relationships and infill development while eliminating the negative impacts of unplanned and piecemeal development. The proposed changes will provide the flexibility for the City to address changing market conditions within the Industrial land use category. As the City continues to develop the Innovation Economy, flexibility will be needed to meet the challenges of an ever changing marketplace.

The proposed change to the Public Facilities land use category expands the category to include private cemeteries, private utilities, and legal arrangements such as a public-private partnership where the land title is vested in a government and the proposed use serves a public purpose. The existing Public Facilities land use category is limited to identifying land used for administrative and operational government functions and does not contemplate lands with private institutional uses such as cemeteries. These changes are necessary to recognize existing institutional uses such as private utilities and/or cemeteries and to provide opportunities and greater flexibility to pursue public-private partnerships which serve a public purpose.



Staff is also proposing amending the 80 percent lot coverage limitation for Public Facilities designated properties which are located within the urban core areas of the city. The urban core generally includes areas designated with the Mixed-Use High Intensity and Urban Mixed-Use 2 future land use categories and within the areas contemplated for Form Based Code T-zones. There are no lot coverage maximums within these core areas, and the proposed change is necessary to create a consistent urban form and ensure compatibility between public facilities that may be located in these areas and the surrounding urban uses.

A map depicting the location of the Industrial and Public Facilities land use categories is included as Appendix A-1.

### **Recommended Changes: City of Gainesville Comprehensive Plan Future Land Use Element**

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

#### **Industrial**

The Industrial land use category identifies those areas appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling, and other ancillary uses, ~~and, when designed sensitively, retail, office, service, and residential uses, when such non-industrial uses are no more than 25 percent of industrial area, or when part of a Brownfield redevelopment effort.~~ A Planned Development ordinance may be used to allow other uses in this land use category. Land development regulations shall determine the appropriate scale of uses and consider the externalities of such uses. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less ~~and requiring buildings to face the street.~~

#### **Public and Institutional Facilities**

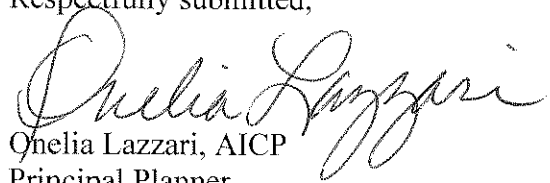
This category identifies lands used for: administrative, operational, and utility governmental functions; private utilities; cemeteries; and public-private partnerships or other legal arrangements where the land title is vested in a government and the use(s) serves a public purpose. ~~administrative and operational governmental functions such as government offices, utility facilities and storage facilities.~~ Maximum lot coverage in this ~~district~~ category shall not exceed 80 percent, except in urban core areas where lot coverage is not limited.

#### **Impact on Affordable Housing**

There will be no impact on affordable housing as a result of the proposed changes.

Petition PB-12-134 CPA  
December 3, 2012 (Revised December 11, 2012)

Respectfully submitted,

  
Onelia Lazzari, AICP  
Principal Planner

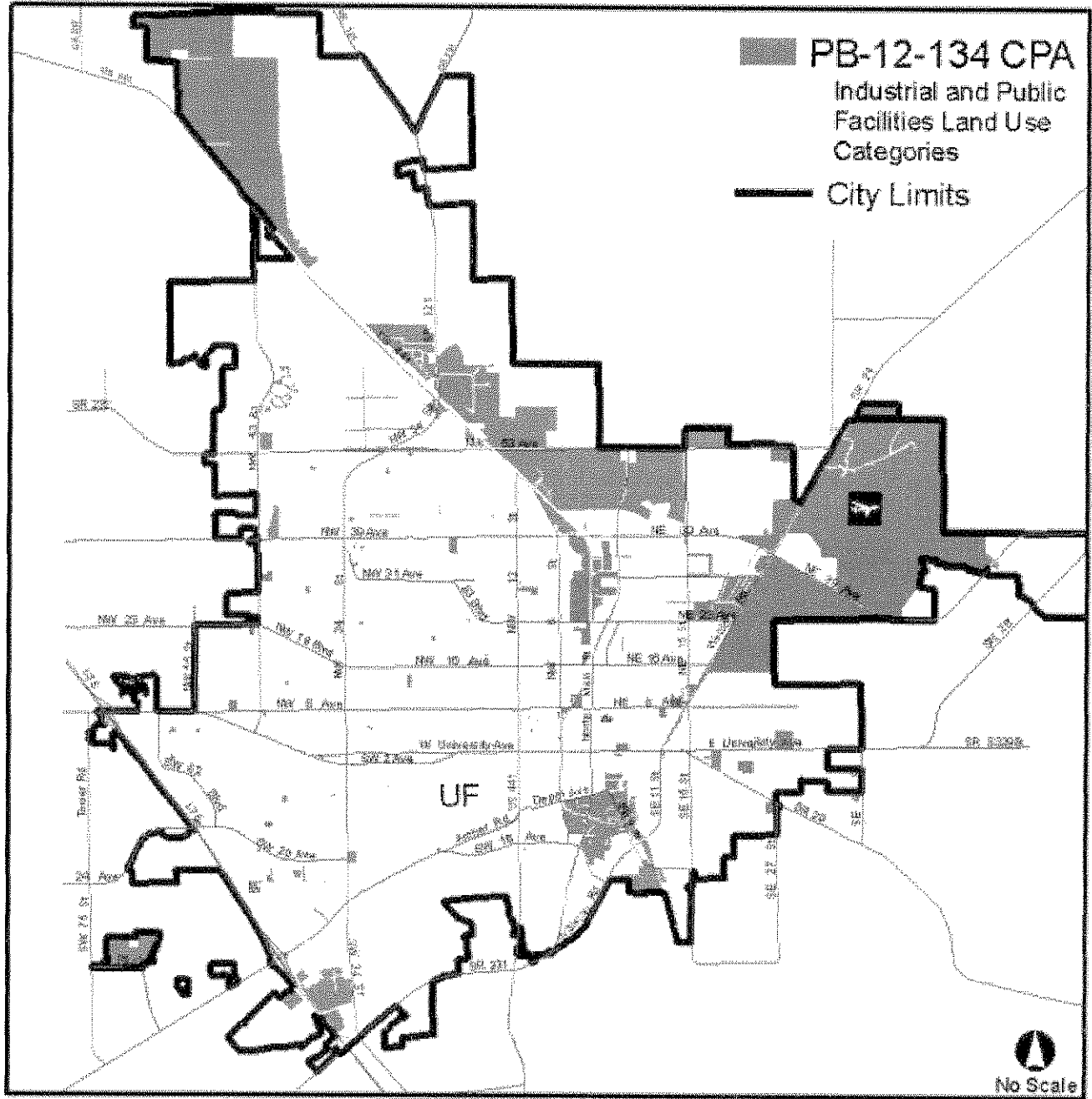
Prepared by:   
Andrew Persons, LEED GA

**List of Exhibits**

Exhibit A-1 Industrial and Public Facilities land use categories location map

Exhibit A-2 Application

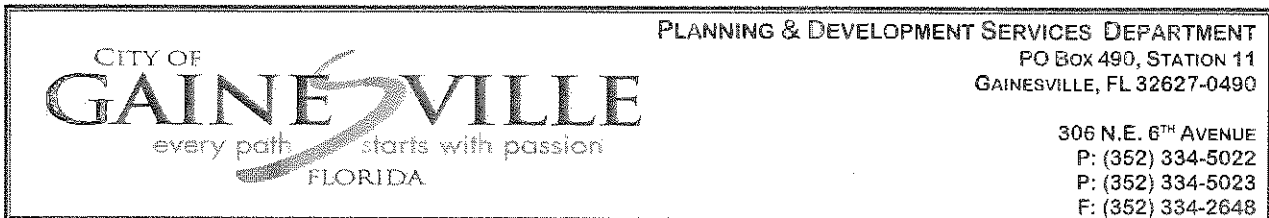
Exhibit A-1: Industrial and Public Facilities land use categories location map



**Petition PB-12-134 CPA.** City Plan Board. Amend the City of Gainesville Comprehensive Plan Future Land Use Element to change the permitted uses in the Industrial and Public Facilities land use categories.

Senior Planner Andrew Persons gave the staff presentation. Mr. Persons noted that the proposed amendments to the Industrial and Public Facilities future land use categories are needed to improve clarity and add flexibility within these two categories. Deletion of the term “sensitively designed” and allowance of non-industrial uses by Planned development district zoning in the Industrial future land use category will add clarity for developers and for City staff. The proposed changes to the Public Facilities category will allow for appropriate private uses that serve a public purpose.

<b>Motion By:</b> Erin Condon	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve Petition PB-12-134 CPA.	<b>Upon Vote:</b> 6-0



**TO:** City Plan Board **Item Number: 10**

**FROM:** Planning & Development Services Department **DATE: December 3, 2012**  
 Staff **Updated January 9, 2013**

**SUBJECT:** PB-12-132 CPA. City Plan Board. Amend the City of Gainesville Comprehensive Plan Transportation Mobility Element for the Evaluation and Appraisal process.

---

**Recommendation:**

Staff recommends approval of Petition PB-12-132 CPA.

**Discussion**

This petition is the update of the Transportation Mobility Element for the Evaluation and Appraisal process. The update focuses primarily on changes needed for compliance with House Bill 7207 (Chapter Law 2011-139), which resulted in many changes to Florida's growth management laws.

Some of the major changes in the legislation included: making transportation concurrency optional and striking all references to Transportation Concurrency Exception Areas (TCEAs) from state statutes. The City's Transportation Mobility Element contains numerous references to the TCEA, transportation concurrency, and levels of service used to apply transportation concurrency.

Exhibit A-1 contains the revised Goals, Objectives and Policies for the Transportation Mobility Element. Exhibits B-1 through B-8 are maps to be adopted with the Element. The primary changes being made to the Transportation Mobility Element include:

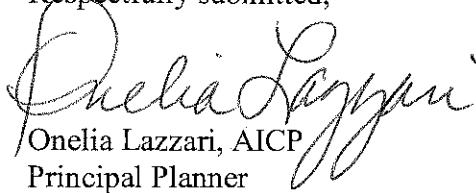
1. Addition of new levels of service (LOS) that reflect use of LOS for planning purposes but not for the purpose of transportation concurrency or concurrency management. Transportation concurrency is being rescinded as part of the Evaluation and Appraisal update.
2. Policy deletions, updates, and re-wording that reflect changed conditions since the last adoption of the Element.
3. Inclusion of a new Transportation Mobility Program that is largely based on the principles established in the former Concurrency Management Element and TCEA that tied land use, development, and transportation planning together to support a multi-modal transportation system. Earlier in 2012, staff provided alternatives to the City Plan Board and City Commission concerning

PB-12-132 CPA  
December 12, 2012

transportation concurrency and the TCEA. The staff recommendation was to rescind transportation concurrency as part of the update of the Comprehensive Plan and replace the TCEA with a citywide transportation mobility plan. Both the Plan Board and the City Commission supported this recommendation (see Legistar #120284). Related Petition PB-12-133 CPA shows the entire Concurrency Management Element Goals, Objectives, and Policies as strike-through (see Exhibit A-1).

4. Updates/renaming of several maps, and addition of new maps to the Element (see Exhibits B-1 through B-8).
5. Deletion of some maps that are no longer necessary under the revised legislation (see Exhibit C-1).
6. An updated Transportation Mobility Element Data & Analysis Report (see Exhibit D-1) that includes a new map and existing and projected level of service information for roadways.

Respectfully submitted,

  
Onelia Lazzari, AICP  
Principal Planner

**List of Exhibits**

- Exhibit A-1: Transportation Mobility Element Goals, Objectives, and Policies (reflects post-Plan Board changes recommended by Public Works Department)
- Exhibit B-1: Major Thoroughfares and Transportation Routes
- Exhibit B-2: Transit Routes (Walking Service Area)
- Exhibit B-3: Existing Transit Hubs & Transit Supportive Areas
- Exhibit B-4: Off-street Paved Trail Network
- Exhibit B-5: In-Street Bicycle Facilities—Existing
- Exhibit B-6: Rail & Airport Facilities
- Exhibit B-7: NW 13<sup>th</sup> Street Special Redevelopment Trip Credit Area
- Exhibit B-8: Major Trip Generators & Attractors
- Exhibit C-1: Maps to be deleted
- Exhibit D-1: Transportation Mobility Data & Analysis Report
- Exhibit E-1: Transportation Mobility Element Goals, Objectives, and Policies (as recommended for approval by the City Plan Board on December 12, 2013)
- Exhibit F-1: Petition Application

**Transportation Mobility Element  
(as amended with City Public Works recommended changes subsequent to the Plan Board meeting on December 12, 2012)**

**Overall Goal**

**ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, QUALITY OF LIFE, THAT IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF GAINESVILLE, AND IMPLEMENTS THE VISION OF THE ~~“YEAR 2020 LIVABLE COMMUNITY REINVESTMENT PLAN” (GAINESVILLE 2020 TRANSPORTATION PLAN)~~ “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. PROVIDE EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND PUBLIC TRANSIT NEEDS. THE SYSTEM SHOULD PROVIDE VEHICULAR, PUBLIC TRANSIT AND NON-MOTORIZED ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD COMMERCIAL AREAS. 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 PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS AND SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES AND BASIC SERVICES.**

**GOAL 1**

**ADOPT TRANSPORTATION LEVELS OF SERVICE.**

**Objective 1.1 The City shall adopt the following transportation levels of service solely for planning purposes. These levels of service are not used to apply transportation concurrency. The City of Gainesville has rescinded transportation concurrency in its Comprehensive Plan.**

**Policies**

**1.1.1 Roadway level of service (LOS):**

- 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 shall be maintained at the 2012 level to the extent feasible, recognizing that I-75 serves land areas outside city limits.
- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

#### 1.1.2 Transit LOS:

- a. The City shall strive to provide fixed-route transit service within ¼ mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.
- b. The City shall strive to provide 20 minute peak hour frequencies 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 at least 14 hours a day.

#### 1.1.3 Pedestrian LOS:

- a. The City shall continue to install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City shall continue to have Land Development Code regulations that 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.

#### 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.

## **GOAL 12**

### **DEVELOP AND MAINTAIN A SAFE, CONVENIENT AND ENERGY EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO**

**ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED AND WHICH PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.**

**Objective 4 2.1**

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

**Policies**

- 42.1.1 ~~By 2010, the~~ The City shall continue to enhance the multi-modal transportation system University Avenue between downtown and UF (University of Florida) to ~~enhance~~ improve connectivity the connection between these two areas, and promote transportation choice and livability.
- 42.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.
- 42.1.3 ~~By 2004, the City shall explore with FDOT, enhancements to N.W. 13<sup>th</sup> Street to increase the pedestrian and multi-modal character of that corridor.~~ The City shall continue to support the “Multimodal Emphasis Corridor” designation on 13<sup>th</sup> Street from SW 16<sup>th</sup> Avenue to NW 23<sup>rd</sup> Avenue as shown in the Long Range Transportation Plan Update.
- 42.1.4 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.
- 42.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.
- 42.1.6 ~~The City shall inventory and prioritize enhancements for “A” streets by 2005. An “A” street shall be defined as a street which is designed with, or otherwise characterized by, features that promote the safety, comfort, and convenience of pedestrians.~~ The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.
- 42.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Mobility Element of the City Comprehensive Plan.
- 42.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.

~~12.1.9~~ The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and the area between downtown and the UF campus. The land development code shall be amended to ensure that such parking meets performance objectives.

~~1.1.10~~ The City shall establish indicators, which track the trends in promoting transportation choice on an annual basis. Such indicators may include, among others, gasoline consumption, bus ridership, jobs/housing balance, vehicle miles traveled, percentage of travel by various forms of travel, and motor vehicle registration.

2.1.10 The City shall use “Context Sensitive Street Design” principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility for all users.

~~12.1.11~~ Site Development plans for new developments and redevelopment of residential and non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

~~12.1.12~~ New development will be encouraged to provide ~~non-motorized vehicle and non-street connections~~ pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

~~1.1.13~~ The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:

- ~~a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;~~
- ~~b. Coordinating with the MTPO and Alachua County to extend East 27th Street from University Avenue to NE 39th Avenue;~~
- ~~c. Coordinating with the MTPO and FDOT to narrow and enhance University Avenue between East 15th Street and East 27th Street;~~
- ~~d. Coordinating with MTPO and FDOT to modify Waldo Road from NE 16th Avenue to SE 4th Avenue so that this section of road becomes a low-speed, urban gateway boulevard; and~~
- ~~e. Include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.~~

**Objective ~~12.2~~**

**Ensure that future land use map designations promote transportation objectives by designating residential development of sufficient density transit-supportive densities in appropriate locations to support transportation choice.**

**Policies**

- ~~12.2.1~~ The City's future land use map shall remain consistent with transportation choice strategies such as: ~~retaining higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit route corridors; car-oriented land uses primarily outside of areas oriented toward transportation choice; mixed use designations in appropriate locations; and centrally located community-serving facilities.~~
- ~~1.2.2~~ The City shall coordinate with the MTPO to increase public awareness of upcoming transportation projects in the approved Year 2020 Livable Communities Reinvestment Cost Feasible Plan.

**Objective ~~12.3~~**

**Ensure that the City coordinates with the ~~Year 2020 Livable Communities Reinvestment Plan~~ Year 2035 Long Range Transportation Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida Transportation Plan and the FDOT's Adopted Work Program.**

**Policies**

- ~~12.3.1~~ The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.
- ~~12.3.2~~ The City shall coordinate with FDOT and Alachua County to implement Access Management, ~~Rule 14-97, F.A.C., and Sections 334.044 (2) and 335.188, F.S.~~ regulations.
- ~~12.3.3~~ The City shall continue to propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.
- ~~12.3.4~~ The City shall continue to coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the ~~traffic signal system and timing~~ Traffic Management System, and by installing traffic ~~signal pre-emption~~ signal priority control for emergency vehicles and buses.
- ~~12.3.5~~ The City shall assist the MTPO in issuing a Level of Service Report on all GUATS system roadways annually and shall coordinate with the MTPO to designate backlogged

and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.

2.3.6 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including, but not limited to:

- a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;
- b. Coordinating with the MTPO and FDOT on the implementation of the Waldo Road Multi-Way Boulevard (with limits from University Avenue to NE 39<sup>th</sup> Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
- c. As road reconstruction occurs, include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.

#### **Objective ~~12.4~~**

**Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.**

#### **Policy**

~~12.4.1~~ By 2005, the The City shall continue to work with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs which will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

#### **PEDESTRIANS**

#### **GOAL ~~23~~**

**PROVIDE A SAFE, CONVENIENT, CONTINUOUS, COMFORTABLE, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE. ~~DEVELOP A “PARK ONCE” ENVIRONMENT AT EACH CITY NEIGHBORHOOD (ACTIVITY) CENTER.~~**

## Objective ~~23.1~~

**Establish land use designations and encourage site development plans that reduce vehicle miles travelled and are transit supportive. ~~which reduce trip distances.~~**

### Policies

- ~~23.1.1~~ ~~By 2002, the~~ The City shall continue to inventory and prioritize street segments with sidewalk gaps. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; and (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight. 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.
- ~~2.1.2~~ ~~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.~~
- ~~23.1.42~~ ~~By 2002, the~~ The City shall continue to 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~~ mixed-use areas.
- ~~23.1.53~~ ~~By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides.~~ The City shall use the “Complete Streets” principles in the design of all new streets.
- ~~2.1.6~~ ~~The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.~~
- ~~23.1.74~~ ~~Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties.~~ Connectivity or stub-outs for future connections shall be included in development and redevelopment plans.
- ~~23.1.85~~ ~~Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle, transit and pedestrian travel. Such changes shall include safety features for bicycles, transit and pedestrians to offset any negative impact the modification may otherwise create.~~

- ~~23.1.96~~ 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). For streets within city limits that are not under the City's maintenance responsibility, the City shall coordinate with the governmental unit that has maintenance responsibility to request placement of pedestrian mid-block refuge areas where feasible and appropriate.
- 23.1.1407 In new development or redevelopment, walking, transit use 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 and improved access to transit stops ~~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.~~
- ~~2.1.12 Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.~~
- ~~2.1.13 The City, by 2002, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements in the downtown Central City District, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements, and shall prepare an affordable and feasible schedule for making such improvements.~~
- ~~23.1.148~~ The City shall work with FDOT ~~and the CRA~~ to ~~enhance and widen sidewalks and provide traffic control and design features to enhance pedestrian activity along University Avenue from W. 38<sup>th</sup> Street to Waldo Road~~ implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34<sup>th</sup> Street as a Multimodal Emphasis Corridor.
- ~~23.1.159~~ The City shall amend the Land Development Code to require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to sidewalks, ~~speed tables~~ and crosswalks that connect buildings, transit stops and parking areas at the development site.
- ~~23.1.160~~ At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.

## ***TRANSIT***

### GOAL 3

~~CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE.~~

#### Objective 3.42

Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus transit system. Viable service shall be supported by ensuring that the bus transit system serves major trip generators and attractors such as the UF campus and existing transit hubs and transit supportive areas neighborhood (activity) centers, ~~and that employment and housing are adequately served by~~ with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.

#### Policies

- 3.42.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near ~~important transit stops along arterials and collectors~~ existing transit hubs or transit-supportive areas.
- 3.42.2 The City shall strive to link its land use and transportation planning by ~~establishing neighborhood (activity) centers as “transit-oriented developments.”~~ Ideally, transit hubs will evolve into having a sense of place and community using the Transportation Mobility Program.
- 3.42.3 ~~By 2005, the~~ The City shall continue to evaluate ~~the citywide bus transit stops in city limits~~ to identify needs for ~~bus stop~~ improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus transit stop locations.
- 3.42.4 The City shall continue to acquire additional buses to accommodate expanded services and increased ridership.
- 3.42.5 The City shall support expansion of the ~~Bus Card Pass membership~~ Employee Bus Pass Program to include Shands employees, and consider establishing a program that would provide one to more city residents.



- 3.4.2.6 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

### **Objective 3.2**

~~**Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010.**~~

#### **Policies**

- ~~3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.~~
- ~~3.2.27 The City shall continue to equip new RTS bus stops transit shelters with easy-to-understand timetable and route information and an easily recognizable RTS logo.~~
- ~~3.2.3 The City shall strive to provide main bus service within  $\frac{1}{4}$  mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.~~
- ~~3.2.4 The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents.~~
- ~~3.2.58 The City bus transit service shall continue to be enhanced to improve reliability, availability, comfort and convenience. and expand weekday evening and weekend service.~~
- ~~3.2.6 In recognition of the value to the community of the many strong, stable, residential neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate a presumption that the City shall support a change of designation of land use for any parcel. Any such action shall take into account the full range of appropriate factors such as overall compatibility of the proposal, surrounding land uses, environmental constraints, and others, in addition to the factor of the City's support of transit.~~

### ***BICYCLING***

#### **GOAL 4**

**PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCTIVE TO BICYCLING.**

## Objective 4.1

### Strive to increase the number of bicycle trips within city limits.

#### Policies

- 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the city.
- 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with FDOT design standards for road facilities.
- 4.1.3 The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets, consistent with FDOT standards.
- 4.1.4 ~~By 2003, computerized traffic signalization in the Traditional City shall be designed to strike a balance between the needs of the pedestrian, bus, bicycle, and car, with particular consideration given to locations with high pedestrian volumes, bicycle volumes, or both. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed. Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.~~
- 4.1.5 ~~By 2003, the~~ The City shall identify all arterials and collector segments which are not currently designed for in-street bicycle transportation, and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.
- 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.
- 4.1.7 ~~By 2003, when sufficient right-of-way is available and when not an "A" street, all n~~New construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards. Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street using "Complete Streets" and "Context Sensitive Street Design" principles.
- 4.1.8 ~~The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights-of-way. Maintenance shall include sweeping of bicycle-~~

~~lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.~~

~~4.1.9 By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.~~

4.1.108 The City shall continue to equip each transit system bus to carry bicycles.

4.1.119 All new park-n-ride lots shall be designed to accommodate bicycle parking.

4.1.102 ~~By 2005, the~~ The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all ~~major~~ appropriate transit stops and transfer points within city limits.

4.1.113 The City shall support continuation of provision of bicycle and pedestrian safety programs in Alachua County schools.

4.1.124 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this plan.

## Objective 4.2

### Improve bicycle-related security.

#### ~~Policies~~ Policy

4.2.1 The City's bicycle parking design guidelines shall only allow bicycle racks which provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle rack.

## ***TRAIL NETWORK***

### GOAL 5

#### DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

##### Objective 5.1

~~Develop, by 2006, an average of at least one mile of trail designed for bicycles, pedestrians, and wheelchairs annually.~~ Continue to develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

## Policies

- 5.1.1 The City shall fill gaps in the Trail Network, as identified ~~as Future Off-Road Trails~~ ~~in~~ on the ~~map~~ labeled Off-Street Paved Trail Network in the Transportation Mobility Element map series Data and Analysis Report and the Bicycle Master Plan, by 2010.
- 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits ~~Waldo Rail Trail, the Gainesville-Hawthorne Rail Trail, and the Archer Road corridor.~~
- 5.1.3 The City shall ~~amend the land development code~~ continue to require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
- 5.1.4 The City shall continue to evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations ~~by 2003~~. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
- 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a “rails-with-trails” program is established.
- 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle, transit and pedestrian facilities.
- 5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities, and to keep options open for future inter-city passenger rail corridors.

## ***LIVABLE STREETS THAT PROMOTE SAFETY AND QUALITY OF LIFE***

### GOAL 6

**CREATE AND ~~RETAIN~~ MAINTAIN STREETS THAT PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES: (1) FOR SLOW MOTOR VEHICLE SPEEDS, (2) FOR QUIET NEIGHBORHOODS, (3) FOR SAFETY FOR CHILDREN, PEOPLE WITH DISABILITIES, AND SENIORS ALONG RESIDENTIAL STREETS, (4) FOR A LIVABLE COMMUNITY FEATURING NEIGHBORHOOD PRIDE, A SENSE OF PLACE, AND A PLEASANT TREE CANOPY; AND (5) THAT SUPPORT A SIDEWALK SYSTEM SUPPORTIVE OF SOCIALIZING.**

#### Objective 6.1

**~~Revise street design standards~~ Apply “Complete Streets” and “Context Sensitive Streets”**

**design principles and continue installing street that emphasize design features so that construction of new streets and repair of existing streets that will create a safe, balanced, livable street transportation system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**

## Policies

- 6.1.1 ~~In the Traditional City, University Heights, and College Park Citywide, the City shall use context-appropriate design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming, prominent crosswalks, modest building setbacks, and signal timing to achieve more modest average car speeds (no more than 25-30 mph) in order to create a more livable street transportation system rich in transportation choice. The design of streets shall promote land uses that are intended along streets in this portion of the city, such as healthy and walkable retail, residential, office, and civic uses.~~
- 6.1.2 Use traffic calming, where appropriate, to promote transportation choice and to reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
- 6.1.3 ~~The City shall make low-speed urban street design specifications and geometries the normal, default practice for street construction, modification, and reconstruction, and shall encourage the same policy be adopted by FDOT and the County within city limits. Higher speed design shall only be used when specifically warranted use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics.~~
- 6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project, the City shall recommend that the State or the County make such enhancements.
- 6.1.5 The City shall work with the State and the County to design roadways that protect the linear continuity of raised medians as a strategy to promote safety, to provide pedestrian refuge, promote traffic calming, and provide space for landscaping, and discourage strip-commercial development.
- 6.1.6 The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
- ~~6.1.7 The City should de-emphasize the hierarchical street system in terms of relying on a few large streets to carry the bulk of trips, and shall incrementally move toward a more~~

~~balanced, connected system whereby trips are more dispersed throughout the entire street system. Additional connections should be added where needed and feasible to make our overall street system more functional, with respect for existing natural and man-made features.~~

- 6.1.78 The City shall continue to set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.

## ***SOV TRAVEL***

### **GOAL 7**

#### **STRIVE TO ~~MINIMIZE~~ REDUCE SINGLE-OCCUPANT VEHICLE TRIPS WITHIN THE GAINESVILLE METROPOLITAN AREA.**

##### **Objective 7.1**

~~Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means other than single-occupant vehicle. Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles travelled.~~

##### **Policies**

- 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes, except for I-75.
- 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.
- 7.1.3 The City shall ~~amend its~~ continue to periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- 7.1.5 The City shall use the Transportation ~~Concurrency Exception Area~~ Mobility Program as shown in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the city, and to promote transportation choices.
- ~~7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway System and LOS "D" for State two-way arterials. Development within the Gainesville Transportation Concurrency Exception Area (TCEA) shall be regulated as shown in the Concurrency Management Element.~~

~~7.1.7 The City shall adopt LOS “E” for non-state streets (including Non-state streets functioning as arterials) which are city-maintained facilities in the street network. Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~

~~7.1.8 The City shall adopt LOS “D” for non-state streets which are Alachua County-maintained facilities in the street network, as shown in the “Average Annual Daily Traffic Level of Service Report”. Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~

7.1.69 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses, having separate driveways and parking, which are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.

7.1.710 The City shall coordinate the transportation network with the Future Land Uses shown on the Future Land Use Map Series in order to encourage compact development patterns and to provide safe and convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida ~~Intrastate Highway System~~ Strategic Intermodal System.

~~7.1.11 Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.~~

7.1.812 The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes or parking cash-out policies, for their employees.

## Objective 7.2

~~Reduce car dependency to obtain environmental, financial, and social benefits. Utilize the Transportation Mobility Program policies to improve the land use and transportation planning connection and as a means to reduce traffic congestion.~~

### Policies

7.2.1 Widening a street will not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, ~~roundabouts~~ roundabouts, and strategies that promote ~~bus~~ transit use, bicycling, and walking.

7.2.2 The City will encourage the use of more sustainable forms of travel, more transportation choice, and a better retail environment to reduce the level of traffic congestion in order to

improve the city's transportation level of service.

- 7.2.3 ~~Decision makers will incorporate the impacts of induced traffic when evaluating results of travel modeling. The Transportation Mobility Program shall be used to promote multi-modal opportunities and better land use planning.~~

## ***ACCESSIBILITY FOR THE DISABLED***

### **GOAL 8**

#### **CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS FOR PEOPLE WITH DISABILITIES.**

##### **Objective 8.1**

**Eliminate existing barriers for people with disabilities.**

##### **Policies**

- 8.1.1 Curb ramps, ~~and~~ raised crosswalks, ~~and~~ transit stop improvements shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.
- 8.1.2 The City shall continue to ~~equip~~ maintain a transit fleet that can RTS buses to carry people serve persons with disabilities.
- 8.1.3 Car parking spaces for persons who have disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

### **GOAL 9**

#### **PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS, COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT MANNER.**

##### **Objective 9.1**

**Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the ~~1987 Gainesville Airport Master Plan~~ most recently adopted Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.**

##### **Policies**

- 9.1.1 The City shall ~~monitor the ridership potential for~~ continue to provide main bus transit



service to the Gainesville Regional Airport, ~~and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding area.~~

9.1.2 The City shall use the ~~1987 Gainesville Regional Airport Master Plan~~ most recently adopted Airport Master Plan as the future land use guide for development in and around the airport.

~~9.1.3 The City shall ensure that airport improvements are in compliance with the City's Conservation, Open Space and Groundwater Recharge Element.~~

## **Objective 9.2**

**Continue to eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating the siting of new (or expansion of existing) airports, or related facilities with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.**

### **Policies**

9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.

9.2.2 The City shall continue to work with Alachua County to ensure that incompatible land uses within the ~~65, 70 and 75 Ldn~~ adopted airport noise contours are eliminated.

9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land which is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.

## **Objective 9.3**

**Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization.**

### **Policy**

9.3.1 The City shall continue to ensure that future aviation projects and the Airport Industrial Park are integrated with the City's ~~traffic circulation~~ transportation system and with other forms of transportation, such as transit and bicycling.

## **Objective 9.4**

**Continue to coordinate airport growth with appropriate aviation or other related organizations.**

## **Policies**

- 9.4.1 The City shall continue to work with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- 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 ESTABLISH 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 City establishes the Gainesville Transportation Mobility Program Area (TMPA) with sub-areas designated Zones A, B, C, D, E and M as shown in the Transportation Mobility Element Data and Analysis Report and on the City's Planning and Development Services Department web site GIS Map Library.**

## **Policies**

- 10.1.1 All properties within city limits are included in the Gainesville Transportation Mobility Program Area (TMPA), except for annexed properties without City-designated land use. As annexed properties are designated with a City land use by either large-scale or small-scale land use amendments, they shall be placed in an appropriate TMPA Zone as mapped on the City's GIS map library on the Planning & Development Services Department web site. The properties shall be placed in the most physically proximate TMPA Zone.
- 10.1.2 All land uses and development located in the TMPA, except for annexed properties without City-designated land use, shall be required to meet the TMPA policies specified in this element.

10.1.3 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 TMPA. Except as shown in Policy 10.1.4 and Policy 10.1.14, 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.

10.1.4 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 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 (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 the Transportation Mobility Program requirements shall be provided by the developer.

10.1.5 Within Zones B, C, D, E or M new development or redevelopment shall provide all of the items listed in Policy 10.1.4 a. through e. and meet required policy criteria and requirements, as specified in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (as relevant to the Zone), to address transportation mobility needs within the TMPA. Transportation modifications which are required due to traffic safety and/ or operating conditions and which are unrelated to the Transportation Mobility Program requirements shall be provided by the developer, and any such items provided shall not count towards meeting required criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (whichever is relevant to the Zone).

10.1.6 Within Zone B, development or redevelopment shall be required to meet the following

transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone B, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least two criteria</u>
<u>100 to 400</u>	<u>At least three criteria</u>
<u>400 to 999</u>	<u>At least five criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least eight criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least twelve criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ol>

### **Zone B Criteria**

- a. Intersection and/or signalization modifications to address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization and/or updates of elements 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. Funding for the construction of new or expanded transit facilities.
- c. Construction of bus shelters built to City specifications or bus shelter lighting using solar technology designed and constructed to City specifications.
- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional transit service, including Express Transit service or Bus Rapid Transit, where appropriate.
- g. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- h. Construction of public sidewalks where they do not currently exist. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- i. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- j. Deeding of land for the addition and construction of bicycle lanes, or construction of bicycle lanes to City specifications.
- k. Provision of ride sharing or van pooling programs.
- l. Use of joint driveways or cross-access to reduce curb cuts.
- m. Provision of park and ride facilities, built to RTS needs and specifications.
- n. 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.
- o. Business operations that can be proved to have limited or no peak hour roadway impact.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.

- q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
  - r. Enhancements to the City's 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 not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the off-street paved trail network; 4.) additional entry points to the off-street paved trail network; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate off-street trail surfacing.
  - s. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
  - t. Construction of new road facilities which provide alternate routes to reduce congestion or create a better gridded network.
  - u. Addition of lanes on existing road facilities (including, but not limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes), where acceptable to the City and/or MTPO, as relevant.
  - v. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.
- 10.1.7 Within Zone C, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone C, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least three criteria</u>
<u>100 to 400</u>	<u>At least 4.5 criteria</u>
<u>400 to 999</u>	<u>At least 7.5 criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least twelve criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least eighteen criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ol>

### Zone C Criteria

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone C that can be demonstrated to be a direct benefit to the transportation system in the Zone C area:
  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; and,
  3. in areas where redevelopment occurs: extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity; and,
  4. extension of SW 40th Place from SW 27th Street to SW 47<sup>th</sup> Avenue.
- b. Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the 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. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the

City.

- c. Intersection and/or signalization modifications to address congestion management. This may include, but is 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 Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- d. Construction of bus shelters built to City specifications.
- e. Bus shelter lighting using solar technology to City specifications.
- f. Construction of bus turn-out facilities to City specifications.
- g. 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 addition and construction of bicycle lanes or trails.
- h. Payments to the Regional Transit System which either increase service frequency or add additional transit service, including Express Transit service and Bus Rapid Transit, where appropriate.
- i. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- j. Construction of public sidewalks where they are not currently existing 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.
- k. Use of joint driveways or cross-access connections to reduce curb cuts.
- l. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. Pedestrian-scale lighting in priority areas including:
  - 1. SW 35th Place;
  - 2. SW 37th/39th Blvd.;
  - 3. SW 23rd Terrace; and,



4. Williston Road.

- n. Business operations that can be proven to have limited or no peak hour roadway impact.
- o. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- p. Provision of matching funds for transit or other transportation mobility-related grants.
- q. 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.
- r. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.
- s. Funding for the construction of new or expanded transit facilities.

10.1.8 The City establishes the following priority for projects in Zone C and shall work 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.

- 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.
- b. Funding for the construction of new or expanded transit facilities.

10.1.9 Within Zone D, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA Agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular transportation conditions and priorities in: Zone D, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>
<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<p><u>At least 24 criteria and meet a. or b. below:</u></p> <ul style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u></li> </ul>

### Zone D Criteria

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone D that can be demonstrated to be a direct benefit to the transportation system in the Zone D area:

1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an

appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Construction of bus shelters built to City specifications.
- c. Bus shelter lighting using solar technology to City specifications.
- d. Construction of bus turn-out facilities to City specifications.
- e. 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 addition and construction of bicycle lanes or trails.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional transit service, including Express Transit Service and Bus Rapid Transit, where appropriate.
- g. Construction of public sidewalks where they are not currently existing 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.
- h. Funding for the construction of new or expanded transit facilities.
- i. Business operations that can be proven to have limited or no peak hour roadway impact.
- j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- k. Provision of matching funds for transit or other transportation mobility-related grants.
- l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.10 The City establishes the following priority for projects in Zone D and shall work with the MTPo to add these items to the MTPo list of priorities. The City shall pursue matching grants and other funding sources to complete these projects.

- 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. Funding for the construction of new or expanded transit facilities.

10.1.11 Within Zone E, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone E, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>
<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS.</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u></li> </ol>

### Zone E Criteria

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone E that can be demonstrated to be a direct benefit to the transportation system in the Zone E area:

1. widening of SR 121 to 4 lanes north of US 441 to CR 231;
2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Construction of bus shelters built to City specifications, where transit service is available.
- c. Bus shelter lighting using solar technology to City specifications, where transit service is available.
- d. Construction of bus turn-out facilities to City specifications, where transit service is available or planned as shown in the Transit Development Plan, Bus Stop Improvement Plan or 5-Year Schedule of Capital Improvements.
- e. 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 addition and construction of bicycle lanes or trails.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional transit service, including Express Transit Service and Bus Rapid Transit, where appropriate.
- g. Construction of public sidewalks where they are not currently existing 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.
- h. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

- i. Funding for the construction of new or expanded transit facilities.
- j. Business operations that can be proven to have limited or no peak hour roadway impact.
- k. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- l. Provision of matching funds for transit or other transportation mobility-related grants.
- m. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- n. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.12 The City establishes the following priority for projects in Zone E and shall work 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.

- a. Widening of SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of new or expanded transit facilities.

### **Zone M Criteria**

10.1.13 Within Zone M, development or redevelopment shall be required to meet transportation mobility criteria to fund mobility, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside the limits of Zone M (in adjacent areas) that can be demonstrated to be a direct benefit to the transportation system in the area of Zone M. The transportation mobility criteria that must be met shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities calculated as set forth in the City's Land Development Code. The transportation mobility criteria for development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either being located on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provision of funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provision of funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years. The mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements. The developer shall sign an agreement with the City of Gainesville for meeting the required transportation mobility criteria. It shall be anticipated that the provision of all mobility needs in Zone M may span a 20 to 30 year time period. The following is a list of mobility needs/projects in Zone M that can be used to meet the required transportation

mobility criteria:

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects:

1. extension of Hull Road consistent with MTPO Option M;

2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and,

3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

b. Funding for articulated buses.

c. Funding for the construction of new or expanded transit facilities.

d. Construction of transit superstops in Zone M built to City specifications.

e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.

f. Traffic management system equipment for transit vehicles operating on routes in Zone M.

g. Construction of public sidewalks where they are not currently existing 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.

h. Business operations that can be proven to have limited or no peak hour roadway impact.

i. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.

- j. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- k. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.
- l. Funding for new buses and other capital expenses for routes serving Zone M.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

10.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development shall fund the capital transit costs associated with transit service needs for the city portion of the Context Area. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution toward the additional transit service enhancements needed to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies). The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TMPA criteria in Zones B, C, D, or M.

10.1.15 Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as relevant to the zone.

10.1.16 Within Zones B, C, D, E, or M, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, transit-oriented development (TOD) or mixed-use development which includes a mix of both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as relevant.

10.1.17 An existing DRI, approved and built prior to the adoption of the TMPA, may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.

- a. The DRI is wholly located within the TMPA.
- b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.



- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.

10.1.19 The City shall continue to collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

10.1.20 The City may require special traffic studies, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, within the TMPA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.

10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.

10.1.23 Developments approved prior to the adoption of the TMPA shall be required to provide

any transportation improvements, modifications or mitigation required as part of the development plan approval, consistent with Policy 3.4.5 in the Future Land Use Element, unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies. Amendments to development plans made after the adoption of the TMPA shall be required to meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.

**Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, specially regulate developments with 30 or more acres and by adopting the Existing Transit Hubs & Transit-Supportive Areas map as part of the Transportation Mobility Map Series.**

Policies

10.2.1 The City shall not close or vacate streets except under the following conditions:

- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
- c. the loss of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.

10.2.2 The City shall ensure that new streets are designed appropriately for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul de sacs, where feasible. Street design standards shall include consideration of usage by transit vehicles, where appropriate.

10.2.3 The City shall require new residential developments, where feasible, to provide street or sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.

10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas map as part

of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.

- 10.2.5 In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply for properties that are located within ¼ mile of the property lines of an existing transit hub or in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. A 25% trip credit shall apply to any redevelopment project or project that expands or converts a building to a new use. A 40% trip credit shall apply to mixed use projects that include both a residential and non-residential component. The residential component shall require that a minimum of 10 percent of the floor area of commercial/office uses be in the form of residential dwelling units.
- 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the City shall designate the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Element map series) and provide additional redevelopment trip credits in this area. The City shall reduce the number of trips for which Policy 10.1.6 criteria must be met by 30% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 45%.
- 10.2.7 Within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following in order to facilitate a reduction in vehicle miles traveled and energy efficient land use patterns:
- a. A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units.
  - b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.
  - c. A residential unit credit may be received from off-site development that is within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.
  - d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.

- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed uses requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. For infill parcels in Zones A, B or C that are surrounded by an area equal to the size of the development and that area is at least 75% developed with built uses that can provide a mix of residential and non-residential support needs and there are existing adequate and safe sidewalk connections to required non-residential or residential locations within ¼ mile of the development, there shall be an exemption to the mix of residential and non-residential uses required in a. above.

**Objective 10.3 The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TMPA.**

**Policies**

- 10.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TMPA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TMPA which are listed in the annual level of service report produced by the North Central Florida Regional Planning Council. Within Zones C and M, the build-to line may be modified on Archer Road, SW 34th Street, SW 20<sup>th</sup> Avenue or Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Special Area Plan for Central Corridors, City Land Development Code. These design standards requirements shall not override design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development.
- 10.3.2 New development of automotive-oriented uses located within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays and fueling (gas) pumps to the rear of buildings located on the site. These design standards shall not apply in industrial zoning districts. The number of fueling positions shall be regulated by TMPA policies.

**Objective 10.4 Automobile-oriented developments/uses including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and**

**gasoline service stations shall be regulated as follows within the TMPA.**

**Policies**

- 10.4.1 The City may establish pedestrian-, transit-, and bicycle-oriented areas, through a special area plan overlay zone adopted within the Land Development Code, which prohibit or further regulate automobile-oriented developments/uses beyond the standards set by the TMPA.
- 10.4.2 Special Area Plan overlay district regulations (such as the College Park Special Area Plan and the Traditional City) that prohibit and regulate automobile-oriented developments/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TMPA.
- 10.4.3 New development of surface parking lots as a principal use shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features which maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and transit use in the area.
- 10.4.4 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and or/beverage sales, dry cleaning, express mail services and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards for drive-through facilities shall be included:

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;

- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

10.4.5 Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 foot distance requirement shall not apply if any of the following criteria are met:
  - 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
  - 2. Cross access is provided with an adjoining property.
  - 3. A public or private road intervenes between the two sites.
  - 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.

- b. There shall be no credit for pass-by trips in association with the drive-through facility. Criteria that must be met for any of the Zones shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.
- 10.4.6 Unless otherwise prohibited or regulated by a Special Area Plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments regulated by a unified development plan consisting of three or more acres, having a minimum of 25,000 square feet of gross floor area, and providing centralized motorized vehicle access and a mix of at least three uses which may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments which meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle and transit features which facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.
- 10.4.7 New development of drive-through facilities shall be permitted, by Special Use Permit, when part of a single, mixed-use building, having more than one business or use at the site, where the minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-through use at such sites shall be allowed. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage convenience, safety and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.
- 10.4.8 On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed use centers, or mixed use buildings, as defined in this element. Drive-through facilities on this road segment shall meet the requirements of Policies 1.4.6 and 1.4.7.
- 10.4.9 Within the TMPA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:

- a. Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.
- b. The number and width of driveways shall be minimized.
- c. Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:
  1. No limitation on fueling positions in the Industrial zoning categories;
  2. Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;
  3. Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:
    - a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;
    - b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;
    - c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;
    - d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to,



façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.

- e. Cross-access or joint driveway usage is provided to other adjacent developments.
- f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:
  - 1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;
  - 2. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;
  - 3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;
  - 4. Off-street parking shall be located to the side or rear of the building;
  - 5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.
- 4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

10.4.10 Within the TMPA, development plans for the placement of new parking garages as a principal or accessory use shall address:

- a. minimizing conflict with pedestrian and bicycle travel routes;

- b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
- c. being located and designed to discourage vehicle access through residential streets;
- d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

**Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment which supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.**

**Policies**

- 10.5.1 The November 1998 Gateway Corridor Design Concept Plan shall be used as the basis for all landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.
- 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.
- 10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.
- 10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.
- 10.5.5 New development within Zones B, C, D, E or M shall be required to plant minimum 65-gallon-sized trees, 18 feet tall and 3.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. Within Zones C, D, E, and M the 65-gallon tree landscaping requirement shall apply to all public or private streets. If 65-gallon or equivalent trees are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zones B, C, D, E and M shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more

of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Landscaping installations on right-of-way shall comply with the City of Gainesville Engineering Design & Construction Manual. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TMPA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.

**Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.**

**Policies**

10.6.1 Within the TMPA, parking in excess of the minimum required by the Land Development Code shall not be allowed.

10.6.2 Within the TMPA, developments may apply for a parking reduction based on criteria in the Land Development Code.

**Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.**

**Policies**

10.7.1 In cooperation with the MTPO, the City shall encourage that all designs for new roadways and redesigns of existing roadways include consideration of features to improve multi-modal transportation, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right-of-ways, and traffic calming mechanisms.

10.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or "Physically Constrained" facilities where alternatives to road widening are the primary strategy for roadway congestion.

**Objective 10.8 The City shall coordinate on an ongoing basis with Alachua County concerning the TMPA.**

**Policies**

- 10.8.1 For developments generating more than 100 net, new average daily trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TMPA that generate more than 1,000 net, new average daily trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any criteria proposed/required to be met under Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11 and 10.1.13. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing. The City shall require large developments that trip the State DRI threshold to address their regional impacts on facilities.
- 10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of approved development within the TMPA on County-maintained roads and share the information with Alachua County.

**Objective 10.9 The City shall coordinate on an ongoing basis with the Florida Department of Transportation (FDOT) concerning the TMPA.**

**Policy**

- 10.9.1 For all developments accessing State roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on State roads.

## Transportation Mobility Element Map Series

- ~~Functional Classification of Streets~~
- Major Thoroughfares and Transportation Routes
- ~~Limited and Controlled Access Facilities~~
- ~~Major Parking Facilities~~
- ~~Parking Garages~~
- Transit Routes (Walking Service Area)
- ~~Transit Routes (Bicycle Service Area)~~
- Existing & Potential Transit Hubs, Terminals, Transfer Stations & Transit Supportive Areas
- ~~Transportation Concurrency Exception Area~~
- Gainesville Off-street Paved Trail Network
- In-street Bicycle Facility Types
- Rail & Airport Facilities
- ~~Airport Clear Zones and Obstructions~~
- ~~Maintenance Responsibility~~
- ~~Number of Lanes~~
- NW 13<sup>th</sup> Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors
- ~~Existing Street LOS, 6/00~~
- ~~Natural Disaster Emergency Evacuation Routes~~

# TRANSPORTATION MOBILITY ELEMENT

## Major Thoroughfares and Transportation Routes

### Legend

Major Thoroughfares and Transportation Routes

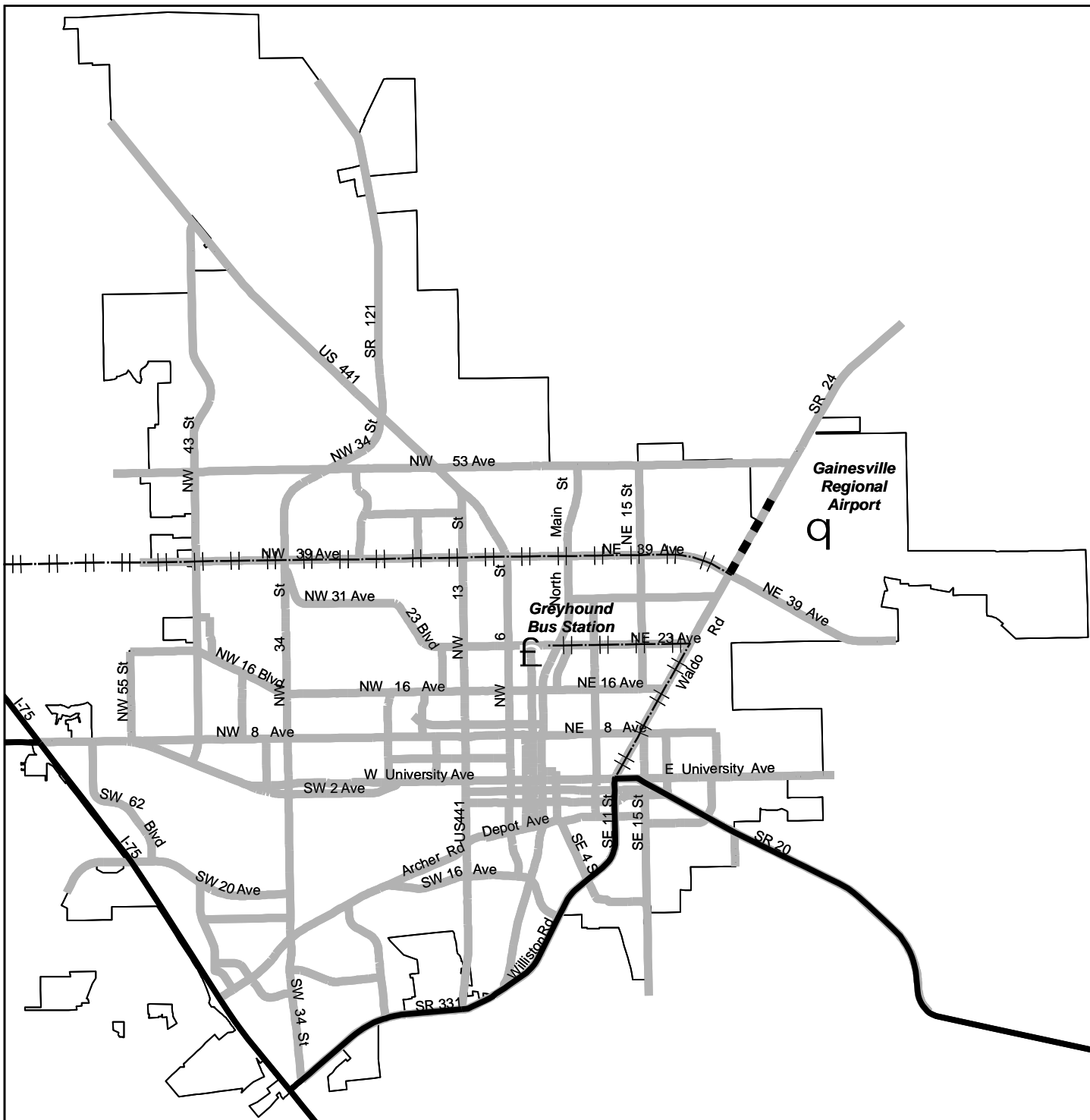
### Strategic Intermodal System (SIS) Roads

SIS Corridor

SIS Connector

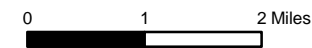
SIS Connector Planned Add

City Limits

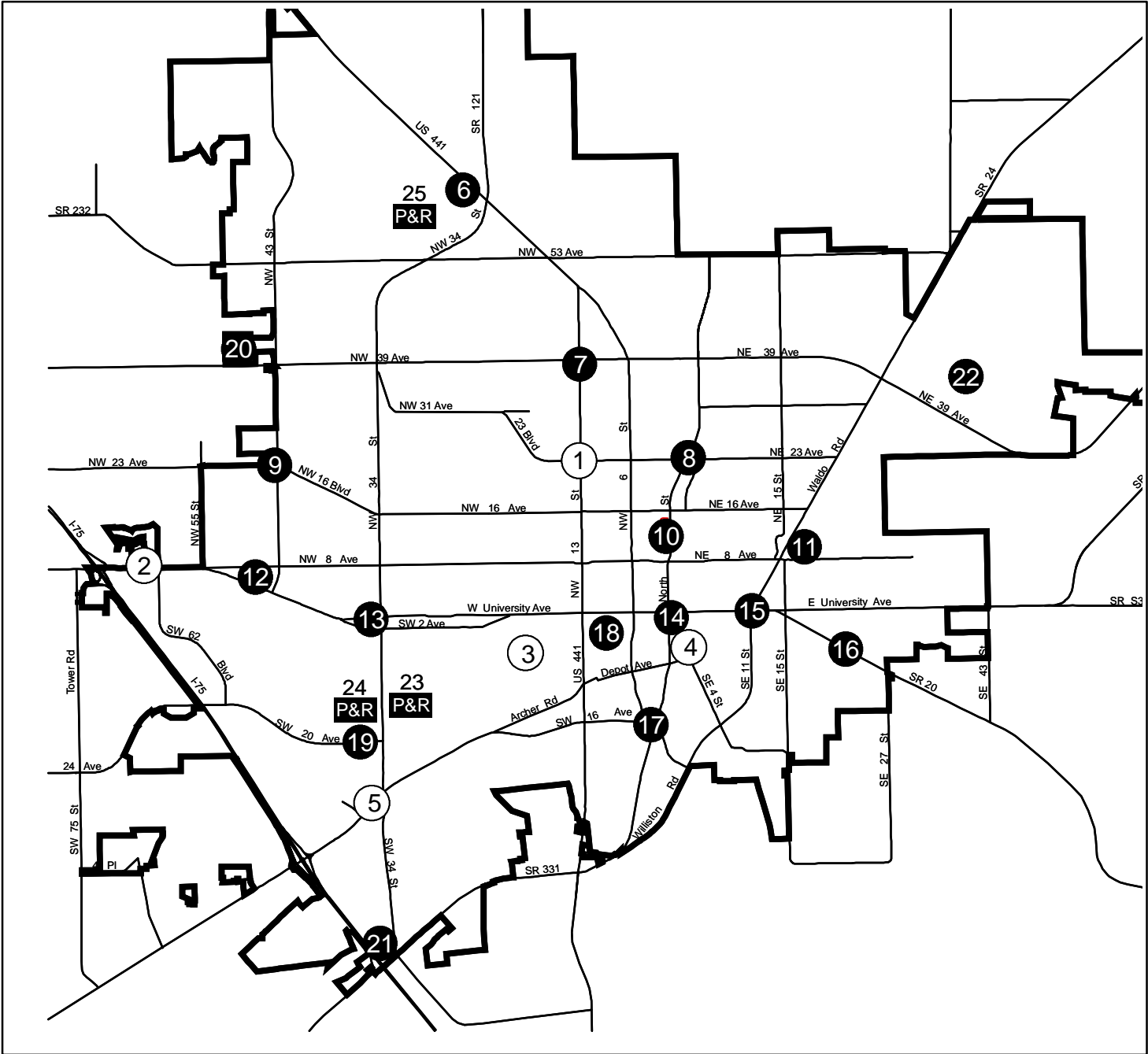


## City of Gainesville Gainesville, Florida

Source: Florida Department of Transportation,  
City of Gainesville Public Works  
Prepared by  
Planning and Development Services  
November 2012







**TRANSPORTATION  
MOBILITY ELEMENT**

**Existing Transit Hubs &  
Transit-Supportive Areas**

**# Existing Hubs**

- 1. NW 13th Street Mixed Use Area
- 2. Oaks Mall/North Florida Regional Medical Center
- 3. University of Florida/Shands/VA Hospital
- 4. Rosa Parks Downtown Transfer Station
- 5. Butler Plaza/Archer Road

**# Transit-Supportive Areas**

- 6. Northwood Shopping Area/Walmart/Senior Recreation Center
- 7. Exchange Center
- 8. Winn Dixie/Big Lots/Greyhound Station
- 9. Millhopper/Thornbrook Village
- 10. Main Street Shopping Center
- 11. Waldo Road Walmart
- 12. Corporate Park
- 13. Westgate/Plaza Royale
- 14. Downtown MU-H area/Santa Fe College Downtown Campus
- 15. Five Points
- 16. Health Department/Tiger Bay/Mixed-Use Area
- 17. South Main Street & South 16th Avenue
- 18. Innovation Square
- 19. Urban Village
- 20. Magnolia Park
- 21. Shoppes of Williston Road
- 22. Airport/Plan East Gainesville Employment Center

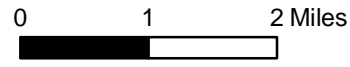
**P&R Park & Ride Facility**

- 23. Ham Museum
- 24. UF Conference Center
- 25. Walmart Northwood

**~ Gainesville City Limits**

**City of Gainesville  
Gainesville, Florida**




Prepared by Planning  
& Development Services  
November 2012





# TRANSPORTATION 120370C MOBILITY ELEMENT

## Off-Street Paved Trail Network

-  Off-Street Facility
-  Future Off-Road Trail
-  City Limits

A. 6th Street Rail-Trail	H. SW 23rd Terrace Trail
Existing: 1.02 miles	Existing: 1.41 miles
Proposed: 1.19 miles	Proposed: 0.00 miles
Total: 2.22 miles	Total: 1.41 miles
B. Archer Braid	I. SW 24th Avenue Trail
Existing: 0.24 miles	Existing: 0.87 miles
Proposed: 3.70 miles	Proposed: 0.00 miles
Total: 3.94 miles	Total: 0.87 miles
C. Downtown Connector Trail	J. SW 62nd Boulevard Trail
Existing: 2.37 miles	Existing: 1.77 miles
Proposed: 0.00 miles	Proposed: 0.00 miles
Total: 2.37 miles	Total: 1.77 miles
D. Norton Trail	K. Sweetwater Trail
Existing: 0.51 miles	Existing: 0.26 miles
Proposed: 0.50 miles	Proposed: 0.00 miles
Total: 1.01 miles	Total: 0.26 miles
E. NW 45th Avenue Trail	L. Terwilliger Path
Existing: 0.26 miles	Existing: 0.24 miles
Proposed: 0.00 miles	Proposed: 0.00 miles
Total: 0.26 miles	Total: 0.24 miles
F. Old Archer Road Trail	M. Waldo-Depot Rail Trail
Existing: 1.24 miles	Existing: 5.73 miles
Proposed: 0.00 miles	Proposed: 0.00 miles
Total: 1.24 miles	Total: 5.73 miles
G. Sigmon Memorial Trail	
Existing: 0.79 miles	
Proposed: 0.00 miles	
Total: 0.79 miles	

**Total Miles: 22.11**

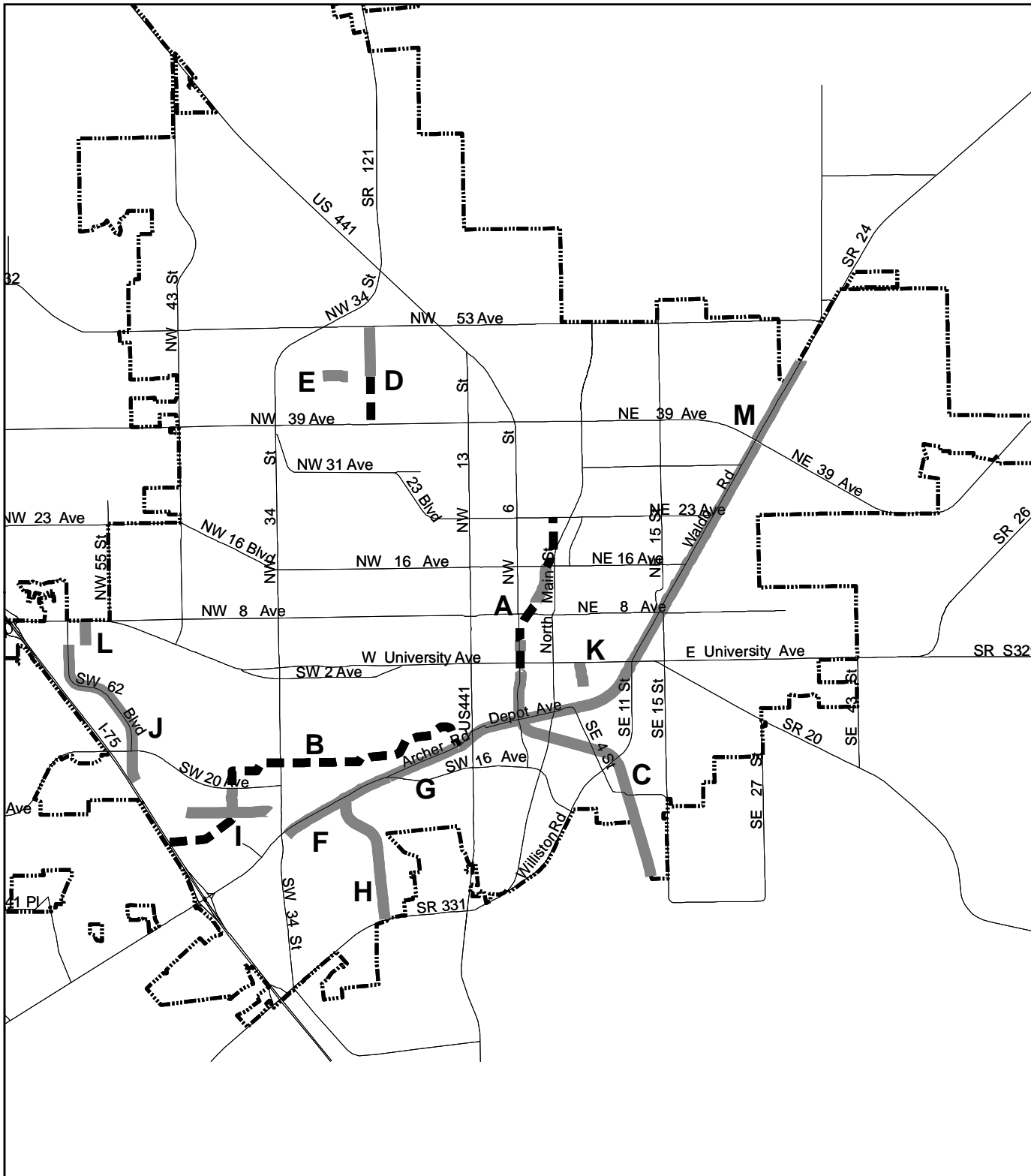
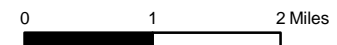
### City of Gainesville, Florida

Source: City of Gainesville Public Works

Prepared by

Planning and Development Services




November 2012

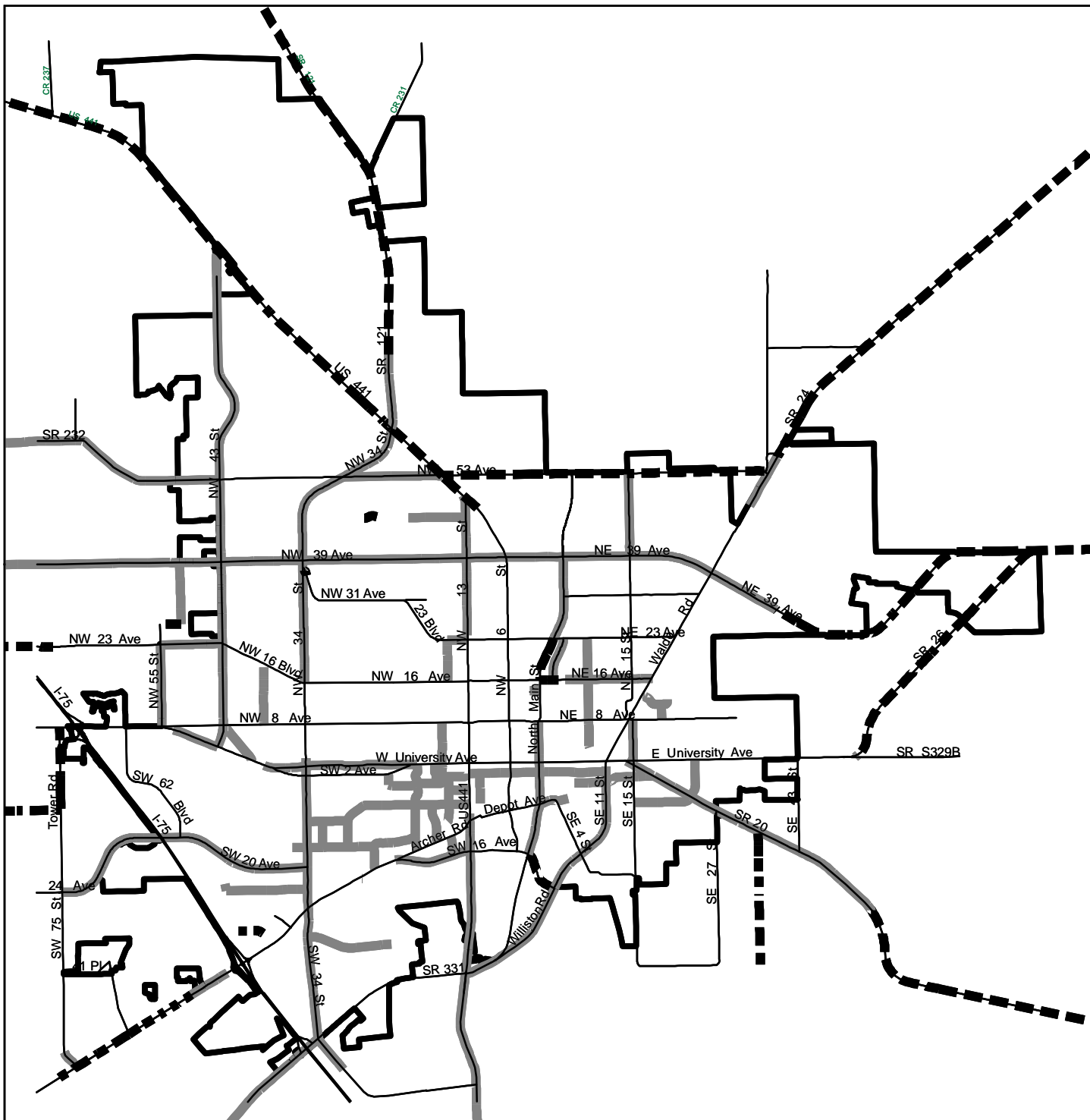


# TRANSPORTATION MOBILITY ELEMENT

## In-Street Bicycle Facilities - Existing

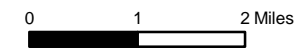
### Legend

-  Bike Lane
-  Paved Shoulder
-  City Limits



### City of Gainesville Gainesville, Florida

Source: City of Gainesville Public Works  
Prepared by  
Planning and Development Services  
November 2012

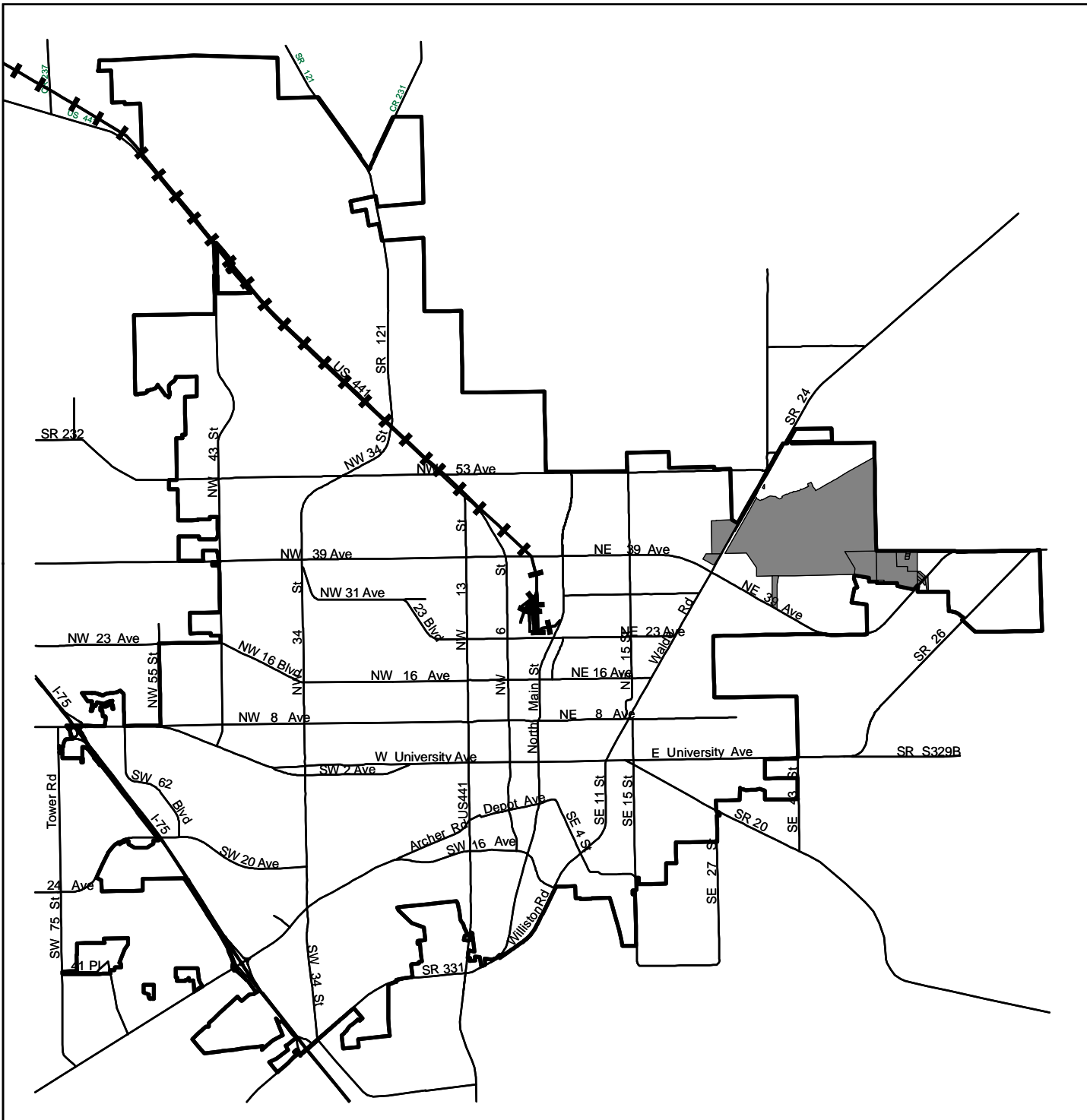


# TRANSPORTATION MOBILITY ELEMENT

## Rail & Airport Facilities

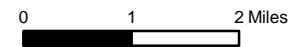
### Legend

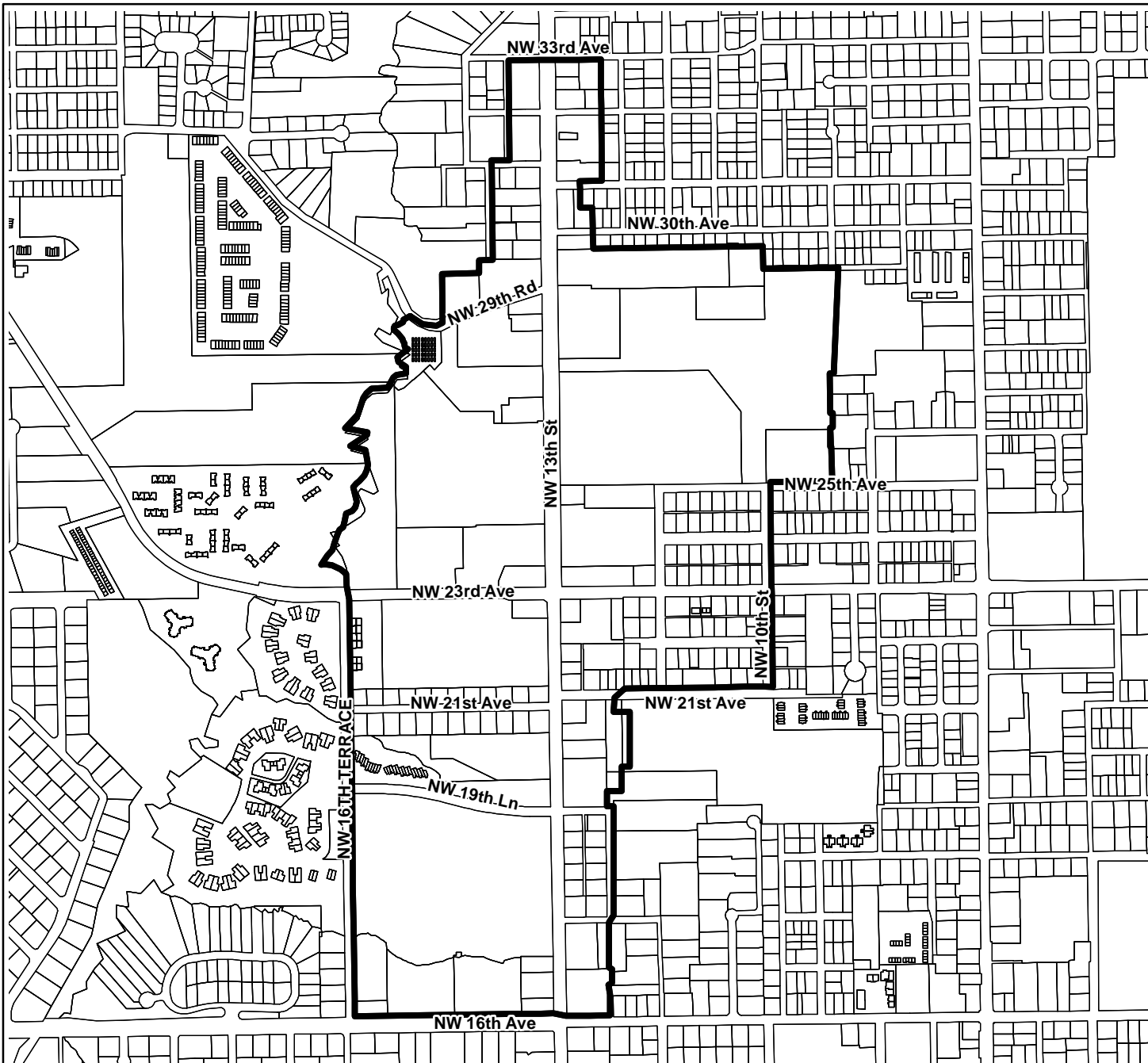
-  Active Railways
-  Airport
-  City Limits



## City of Gainesville Gainesville, Florida

Source: U.S. Department of Transportation,  
Bureau of Transportation Statistics  
Prepared by  
Planning and Development Services  
November 2012






### TRANSPORTATION MOBILITY ELEMENT

NW 13th Street Special  
Redevelopment Trip Credit Area

#### Legend

-  NW 13th Street Special Redevelopment Trip Credit Area

### City of Gainesville Gainesville, Florida

Prepared by Planning  
and Development Services  
November 2012

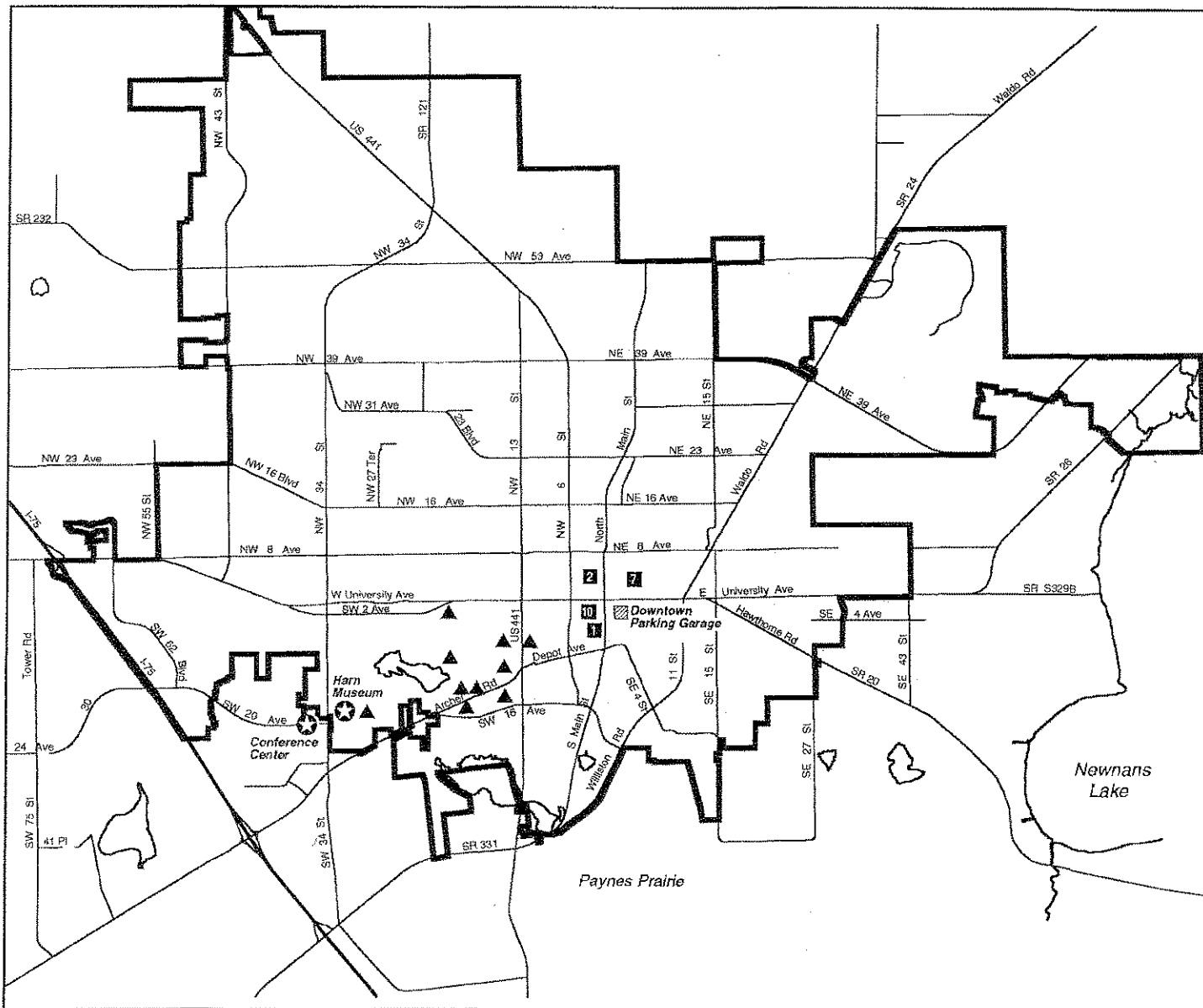
0 500 1,000 Feet















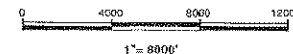
## MAJOR PARKING FACILITIES

### Legend

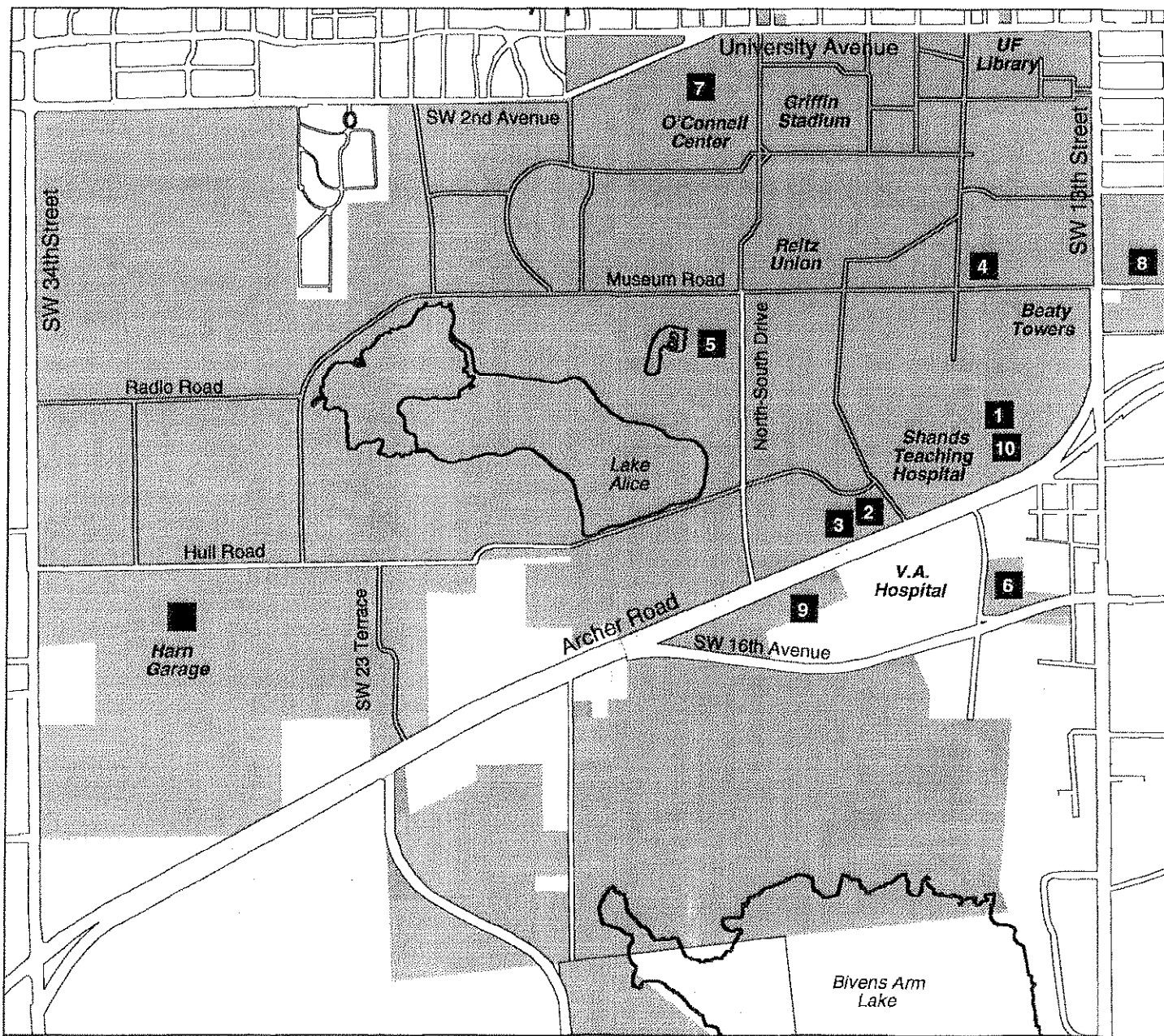
-  Public Parking Facilities  
Downtown Garage - 400 Spaces
-  Park & Ride/ Existing  
Ham Museum - 1,158 spaces  
Conference Center - 750 spaces
-  UF Parking Garages
-  City Lots  
Lot 1 - 77 spaces (short term)  
Lot 2 - 73 spaces (long term)  
Lot 7 - 83 spaces (long term)  
Lot 10 - 90 spaces (long term)

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000







# PARKING GARAGES

University of Florida Campus

## Legend

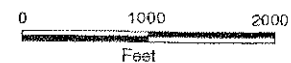
Parking Garages

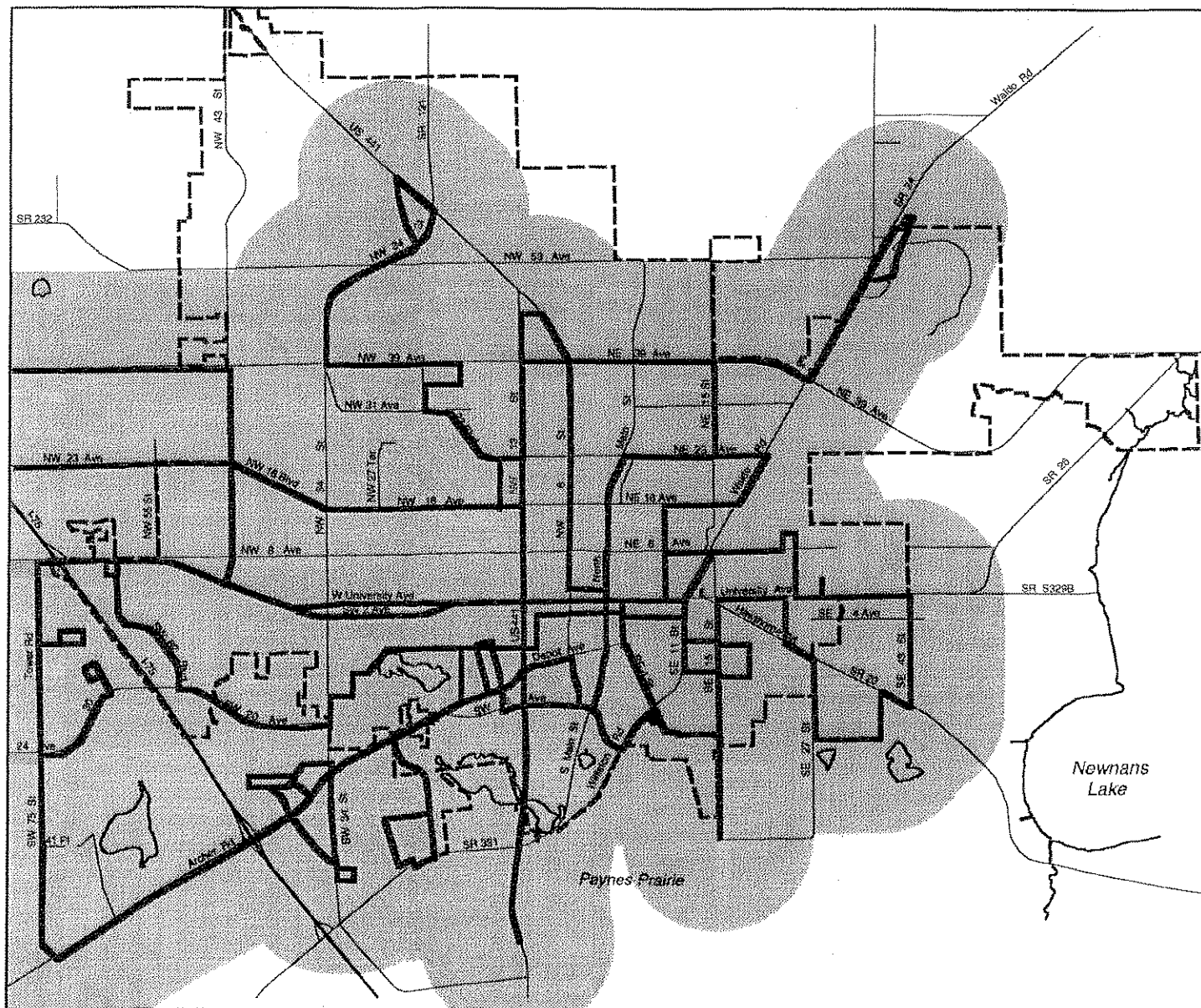
Facility	# of Spaces
Garage 1	472
Garage 2	883
Garage 3	919
Garage 4	659
Garage 5	1,263
Garage 6	607
Garage 7	596
Garage 8	478
Garage 9	749
Garage 10	809
Harn Garage	750

University of Florida

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
August 2000






## TRANSIT ROUTES

Bicycle Service Area

### Legend

 1 Mile Bicycle Service Area from Transit Route

 Bus Route

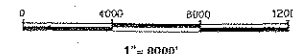
 City Limits

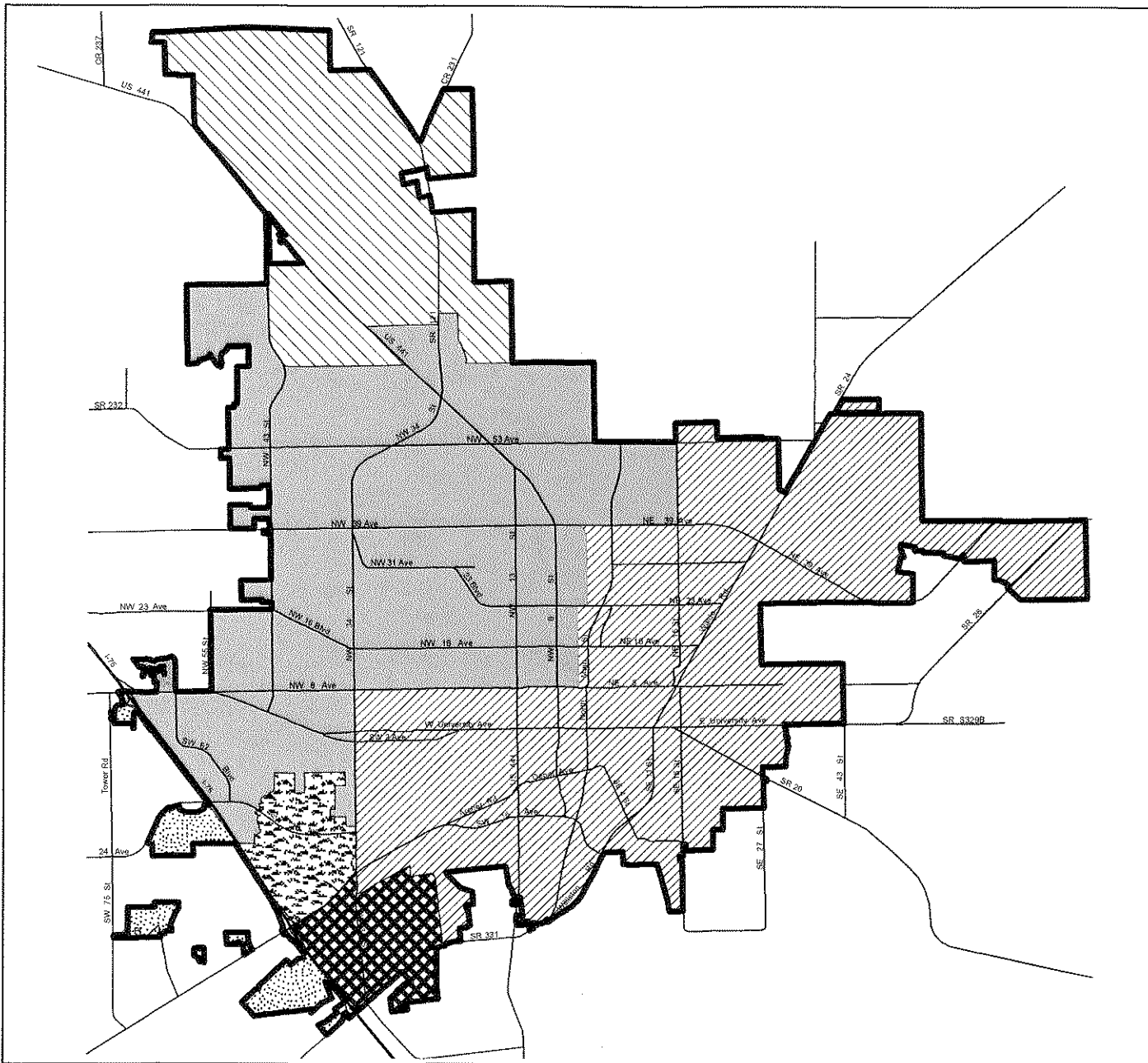
Source: Gainesville RTS, Spring 2000, Bus Schedule.

Routes 300 (UF Express) and A (Downtown to Reitz Union) are specialty routes and are not shown.

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000












# TRANSPORTATION MOBILITY ELEMENT MAP SERIES

Transportation Concurrency  
Exception Area

## Legend

Transportation Concurrency  
Exception Area Sub-Zones

-  Zone A
-  Zone B
-  Zone C
-  Zone D
-  Zone E
-  Zone M

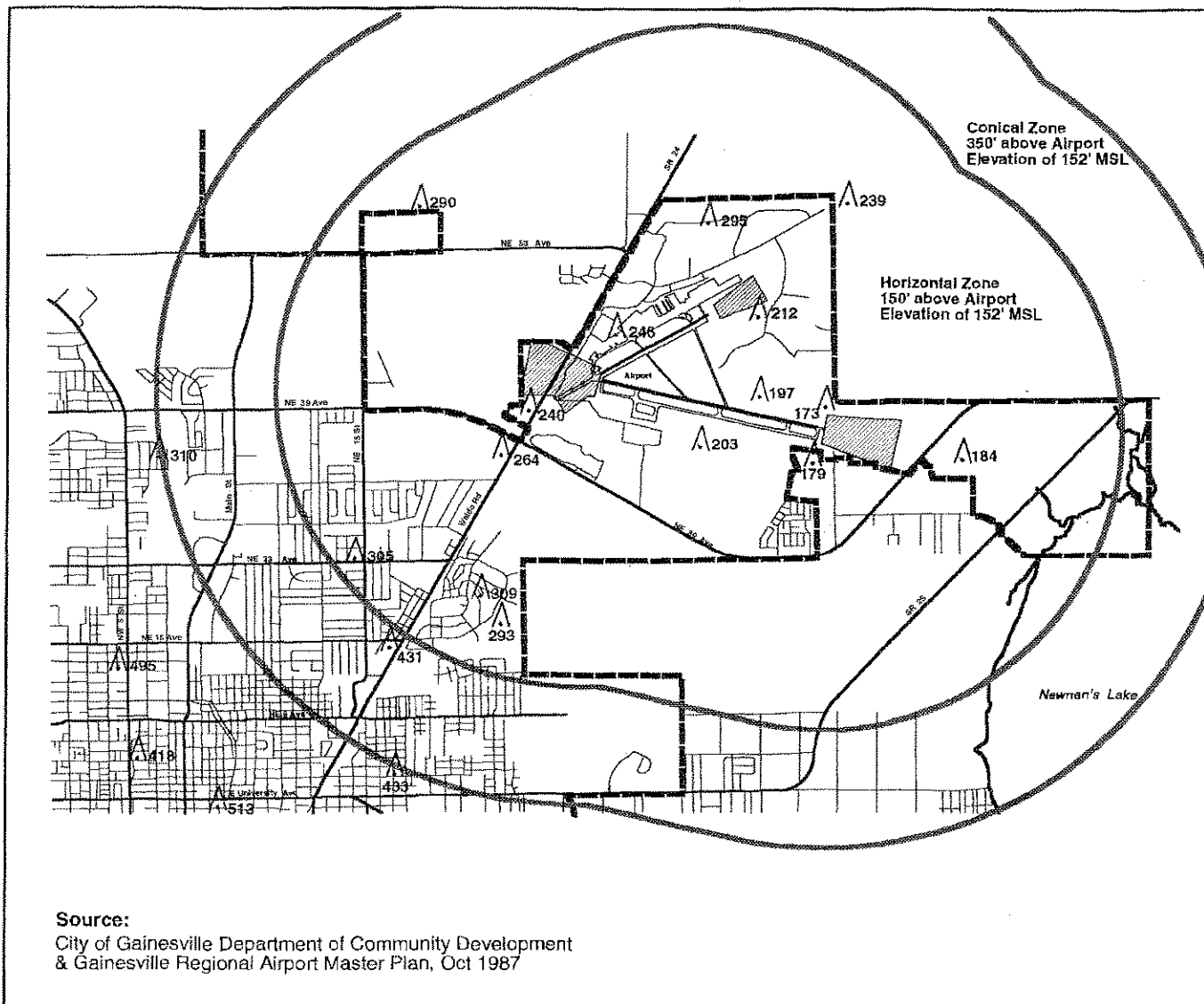
 Gainesville City Limits

**City of Gainesville  
Gainesville, Florida**

Prepared by the Planning and  
Development Services Department  
April 2011






Revised 11/22/04, Ord 030756  
Revised 11/15/05, Ord 031252  
Revised 12/17/09, Ord 090185  
Revised 01/05/12, Ord 110263



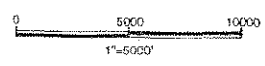
# AIRPORT CLEAR ZONES AND OBSTRUCTIONS

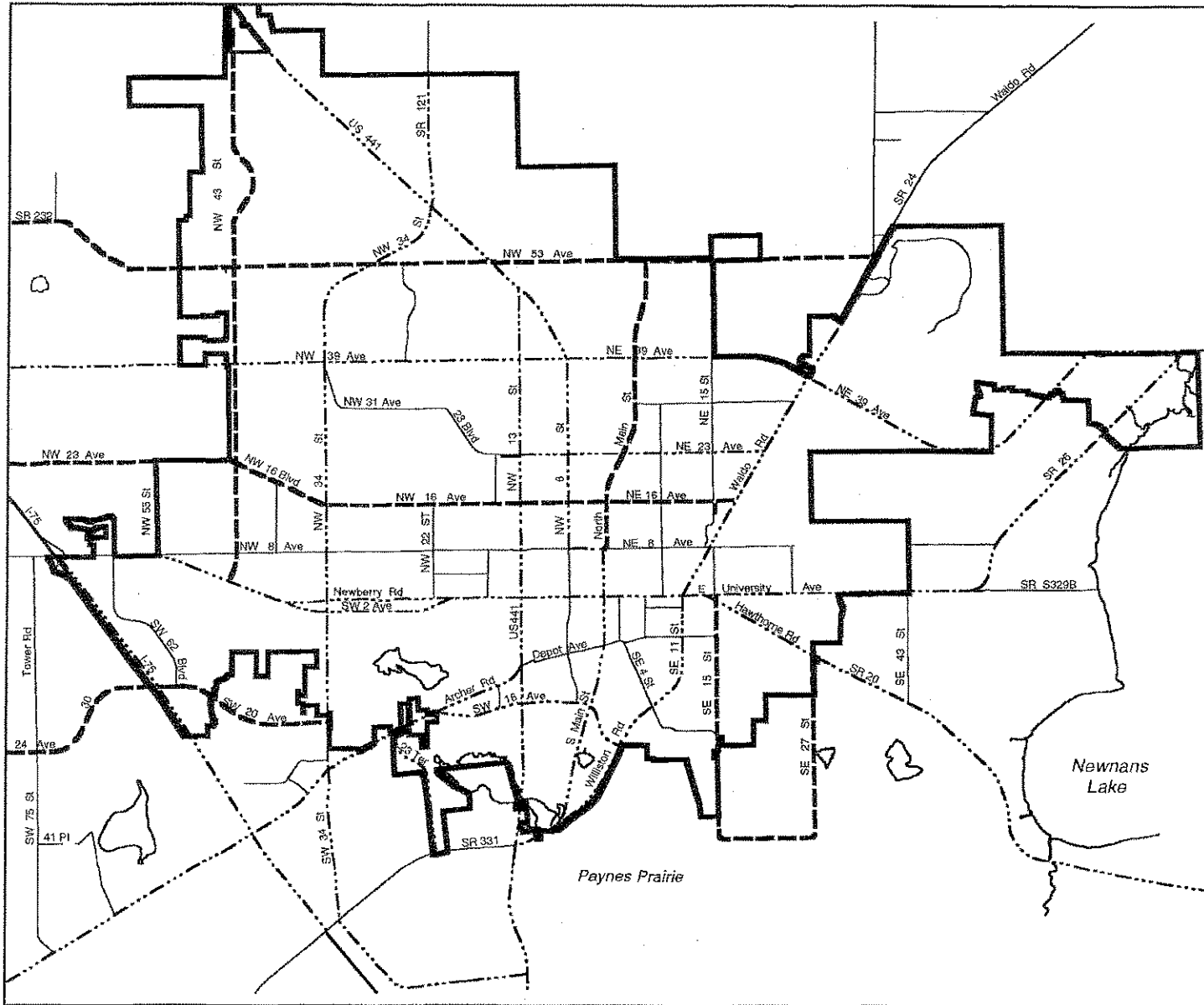
## Legend

-  Clear Zones
-  Obstructions
-  City Limits

**Source:**  
 City of Gainesville Department of Community Development  
 & Gainesville Regional Airport Master Plan, Oct 1987

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





# MAINTENANCE RESPONSIBILITY

## Selected Streets

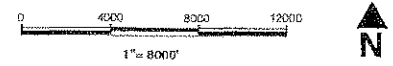
### Legend

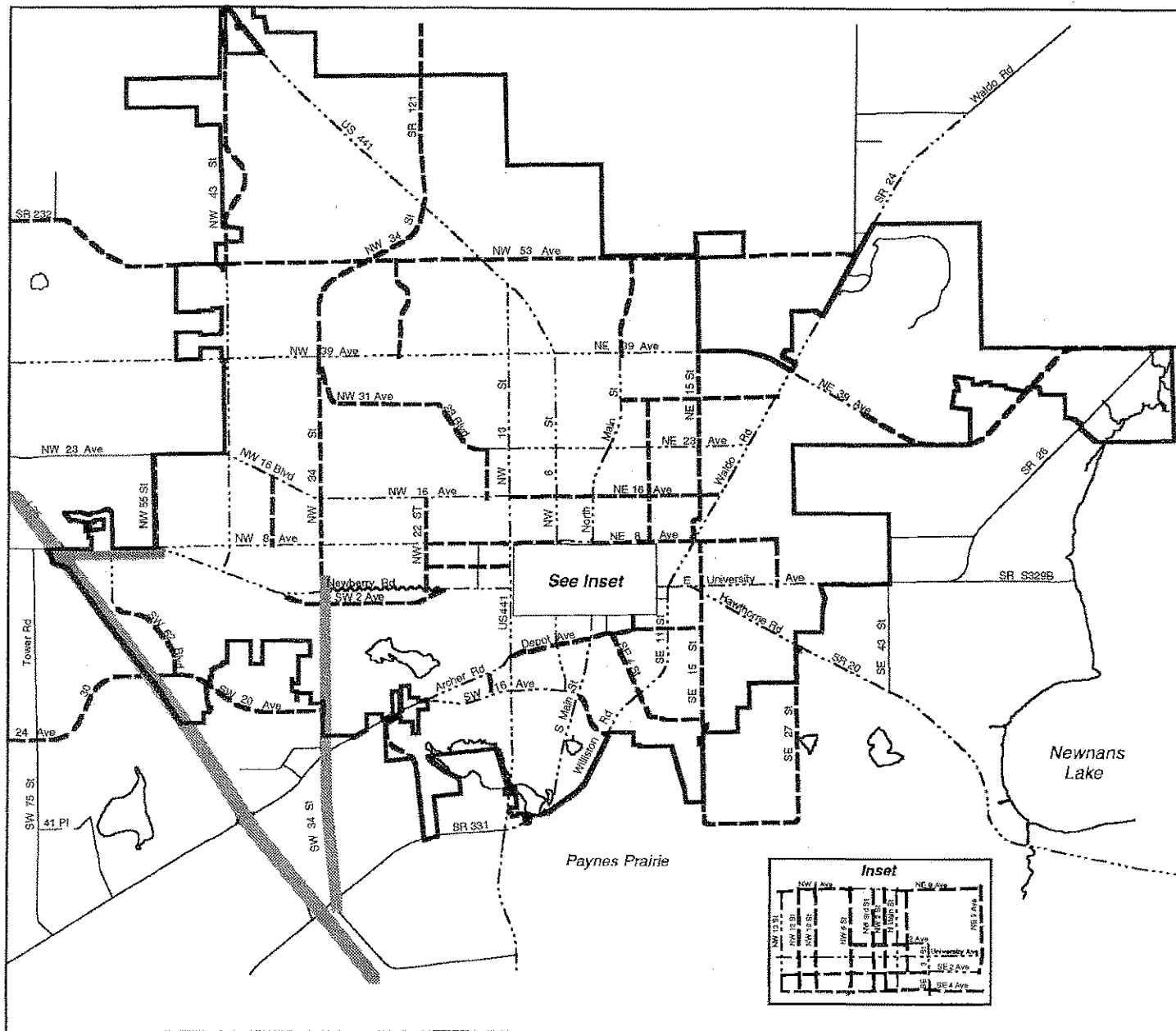
- State Maintained
- .-.- County Maintained
- Gainesville City Limits

Notes: All other public streets within Gainesville are maintained by the City.

## City of Gainesville Gainesville, Florida

Prepared by the  
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February 2000





# NUMBER OF LANES

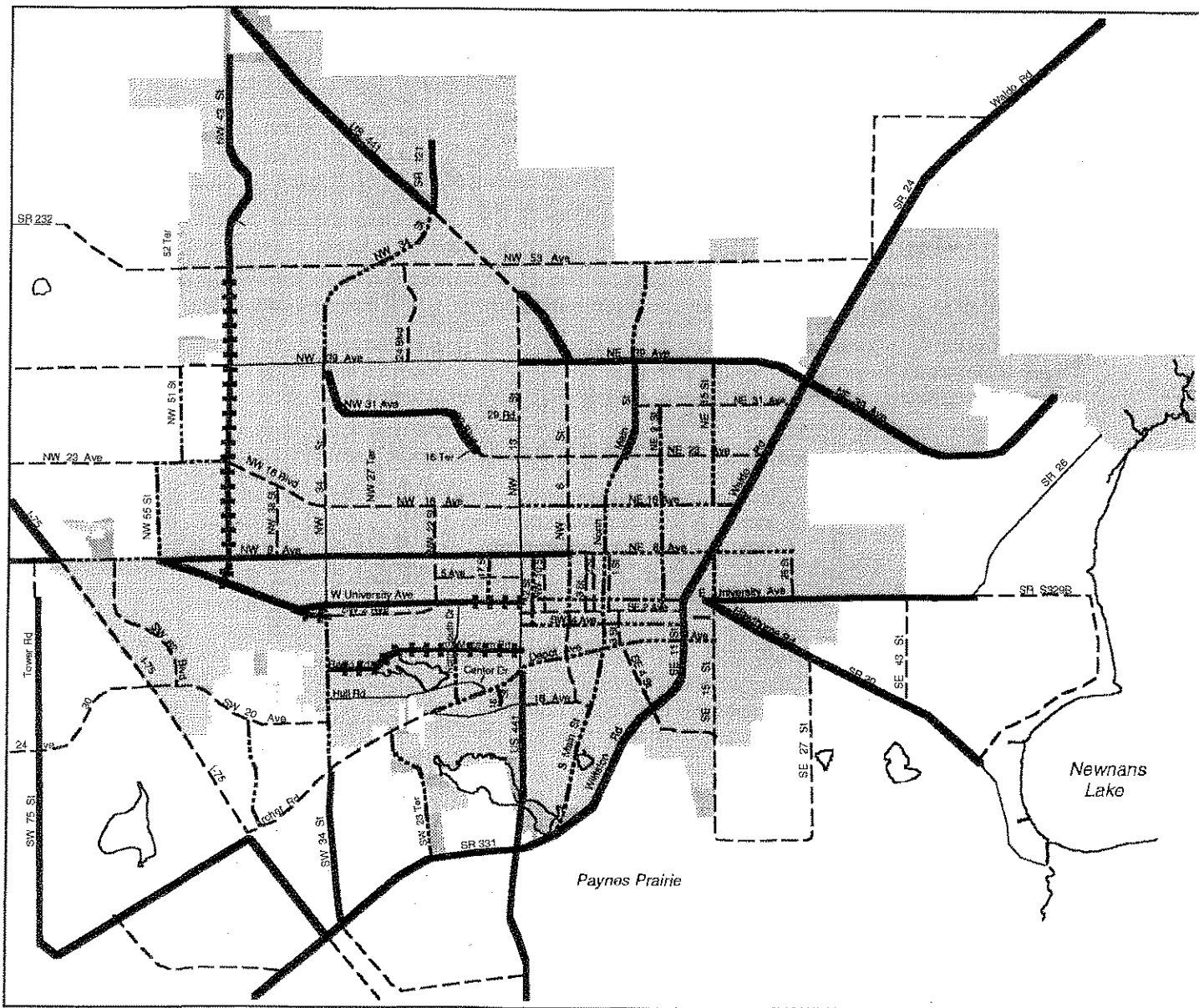
Existing Traffic Circulation

- Legend**
- 2 Lane
  - 3 Lane
  - 4 Lane
  - 6 Lane
  - Gainesville City Limits

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
April 2000

0 4000 8000 12000  
1" = 8000'



## EXISTING STREET LOS, 6/00

### Legend

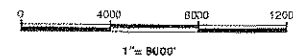
- LOS A
- LOS B
- - - LOS C
- · · LOS D
- +—+— LOS E
- LOS F
- ▨ Gainesville City Limits

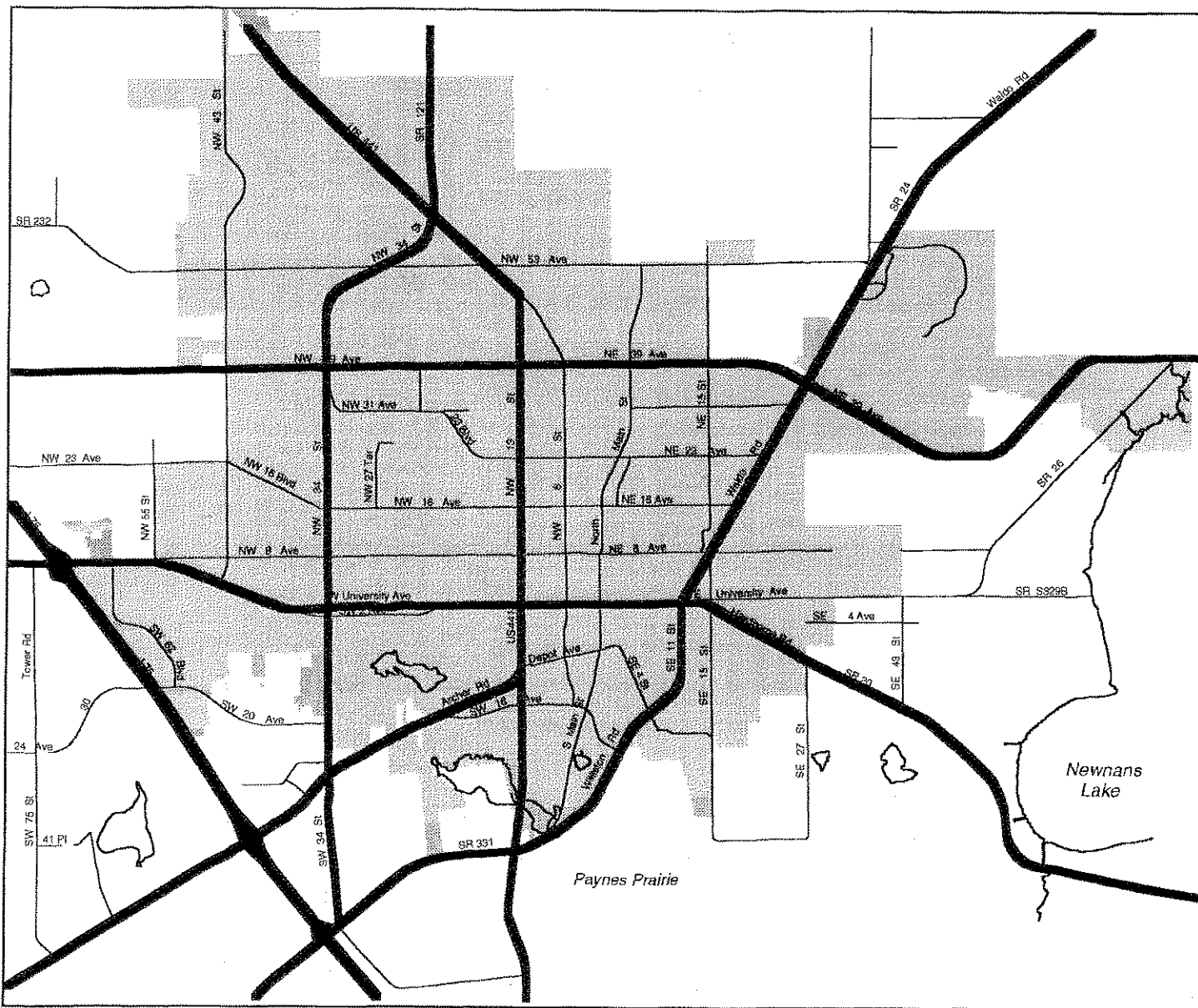
Does not include trips reserved for approved development.

Source: 6/00 LOS Map Series prepared by NCFRPC

### City of Gainesville Gainesville, Florida



Prepared by the  
Department of Community Development  
June 2000





# NATURAL DISASTER EMERGENCY EVACUATION ROUTES

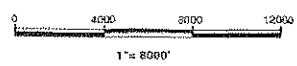
## Legend

-  Evacuation Routes  
(Interstate, US, & State Highways)
-  City Limits

Source: Florida Division of Emergency  
Management, July 1999

### City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
February 2000





## **Exhibit D-1: Transportation Mobility Element Supplemental Data and Analysis Report**

This report supplements the existing Transportation Mobility Element Data and Analysis report (dated February 6, 2001). The primary changes since the previous report include the following:

1. Updates to the existing level of service for roadways based on the latest data available.
2. Updates to projected levels of roadway congestion based on the Year 2035 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area.
3. A decision by the City of Gainesville to rescind Transportation Concurrency as part of the Evaluation and Appraisal update to the City's Comprehensive Plan.
4. Updates that recognize that the City's former Transportation Concurrency Exception Area (TCEA) has been eliminated by the Evaluation and Appraisal update and replaced by a new Transportation Mobility Program.

### **Transportation Element Analysis and Requirements**

As set forth by Section 163, Florida Statutes, the Transportation Element shall reflect the data, analysis, and associated principles and strategies relating to:

- a. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
- b. The growth trends and travel patterns and interactions between land use and transportation.
- c. Existing and projected intermodal deficiencies and needs.
- d. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
- e. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

These 5 requirements are discussed below.

- ***The existing transportation system levels of service and system needs and the availability of transportation facilities and services.***

Table 1 contains the existing Level of Service (LOS) and Annual Average Daily Trips (AADT) for road segments located within the City of Gainesville city limits based on the latest available data from the North Central Florida Regional Planning Council (dated 2012).

**Table 1: Existing LOS by Road Segments Located within the City of Gainesville**

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
<b>NW 55 Street</b>	City of Gainesville	SR 26 / Newberry Road	NW 23 Avenue	9,346	C
<b>North 8 Avenue</b>	City of Gainesville	SR 26 / Newberry Road	West 22 Street	15,177	B
<b>North 8 Avenue</b>	City of Gainesville	NW 22 Street	NW 6 Street	14,465	D
<b>SW 62 Boulevard</b>	City of Gainesville	SR 26 / Newberry Road	SW 20 Avenue	20,408	B
<b>NW 31 Avenue / Glen Springs Road</b>	City of Gainesville	SR 121 / West 34 Street	NW 16 Terrace	6,706	B
<b>NW 23 Boulevard</b>	City of Gainesville	NW 16 Terrace	US 441/West 13 Street	10,316	C
<b>NW 22 Street</b>	City of Gainesville	SR 26 / University Avenue	NW 16 Avenue	6,849	B
<b>North 8 Avenue</b>	City of Gainesville	North Main Street	SR 24 / Waldo Road	9,802	D
<b>South 2 Avenue</b>	City of Gainesville	US 441 / West 13 Street	SE 7 Street	5,717	D
<b>West 6 Street</b>	City of Gainesville	SW 4 Avenue	NW 8 Avenue	7,711	D
<b>SW 23 Terrace</b>	City of Gainesville	SR 331 / Williston Road	SR 24 / Archer Road	8,431	B
<b>West 6 Street</b>	City of Gainesville	SW 16 Avenue	SW 4 Avenue	7,812	C
<b>NE 9 Street</b>	City of Gainesville	SE 2 Avenue	NE 31 Avenue	4,457	C
<b>NW 38 Street</b>	City of Gainesville	NW 8 Avenue	NW 16 Avenue	1,848	C
<b>NW 24 Boulevard</b>	City of Gainesville	SR 222 / NW 39 Avenue	NW 53 Avenue	3,101	B
<b>NE 15 Street</b>	City of Gainesville	SR 26/East University Avenue	NE 8 Avenue	4,967	C
<b>NE 15 Street</b>	City of Gainesville	NE 16 Avenue	SR 222 / NE 39 Avenue	4,902	B
<b>NE 25 Street</b>	City of Gainesville	SR 26 / East University Avenue	NE 8 Avenue	4,900	C
<b>SE 4 Street</b>	City of Gainesville	SR 331 / Williston Road	Depot Avenue	3,518	C
<b>SE 4 Street - SE 22 Avenue</b>	City of Gainesville	SR 331 / Williston Road	SE 15 Street	4,693	B
<b>North 8 Avenue</b>	City of Gainesville	SR 24 / Waldo Road	NE 25 Street	5,786	B

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
South 4 Avenue	City of Gainesville	US 441 / SW 13 Street	SE 15 Street	4,014	C
SW 9 Road-Depot Avenue-SE 7 Avenue	City of Gainesville	US 441 / SW 13 Street	SE 15 Street	4,018	C
South 2 Avenue	City of Gainesville	SE 7 Street	SR 331 / Williston Road	2,574	C
NE 31 Avenue	City of Gainesville	North Main Street	SR 24 / Waldo Road	2,129	C
NW 17 Street	City of Gainesville	SR 26 / West University Avenue	NW 8 Avenue	2,672	C
West 12 Street	City of Gainesville	SW 4 Avenue	North 8 Avenue	3,690	D
West 10 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	2,803	C
SW 16 Street	City of Gainesville	SW 16 Avenue	SR 24 / Archer Road	4,444	C
NW 5 Avenue	City of Gainesville	NW 22 Street	US 441 / NW 13 Street	1,877	C
West 3 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	490	C
West 2 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	676	C
Gale Lemerand Drive	City of Gainesville	SR 24 / Archer Road	Museum Road	10,676	C
Radio Road-Museum Road	City of Gainesville	SR 121/South 34 Street	US 441 / South 13 Street	9,570	C
East 1 Street	City of Gainesville	SE 2 Place	NE 8 Avenue	3,120	C
East 3 Street	City of Gainesville	SE Depot Avenue	NE 2 Avenue	4,213	D
Hull Road-Mowry Road	City of Gainesville	SW 34 Street	Center Drive	8,793	E
Gale Lemerand Drive	City of Gainesville	Museum Road	SR 26 / West University Avenue	12,368	F
North Main Street	City of Gainesville	SR 222/NW 39 Avenue	NW 53 Avenue	4,962	B
NW 53 Avenue	Alachua County	NW 52 Terrace	US 441 / West 13 Street	12,037	C
NW 43 Street	Alachua County	SR 26 / Newberry Road	NW 53 Avenue	27,131	D
NW 43 Street	Alachua County	NW 53 Avenue	US 441	10,802	C
NW 23 Avenue	Alachua County	NW 55 Street	NW 43 Street	20,821	C
NW 16 Avenue	Alachua County	NW 43 Street	US 441 / West 13 Street	20,451	B
North 16 Avenue	Alachua County	US 441 / West 13 Street	SR 24 / Waldo Road	12,127	D

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
<b>SW 75 Street / Tower Road</b>	Alachua County	SR 25 / Archer Road	SW 8 Avenue	14,055	C
<b>SW 20 Avenue</b>	Alachua County	SW 75 Street / Tower Road	SW 62 Boulevard	14,856	D
<b>SW 20 Avenue</b>	Alachua County	SW 62 Boulevard	SR 121 / West 34 Street	21,524	F
<b>North Main Street</b>	Alachua County	NW 8 Avenue	North 23 Avenue	13,646	C
<b>North Main Street</b>	Alachua County	NW 23 Avenue	SR 222 / North 39 Avenue	15,265	B
<b>South Main Street</b>	Alachua County	Williston Road	University Avenue	12,200	C
<b>NW 51 Street</b>	Alachua County	NW 23 Avenue	SR 222 / NW 39 Avenue	8,896	C
<b>Kincaid Loop</b>	Alachua County	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	3,926	B
<b>SW 40 Boulevard / SW 42 / 43 Street</b>	Alachua County	SR 24 / Archer Road	SW 20 Avenue	11,451	D
<b>North 53 Avenue</b>	Alachua County	US 441 / West 13 Street	SR 24 / Waldo Road	12,558	C
<b>Rocky Point Road</b>	Alachua County	SR 331 / Williston Road	US 441 / SW 13 Street	3,220	B
<b>SE 43 Street</b>	Alachua County	SR 20 / Hawthorne Road	SR 26 / East University Avenue	3,285	B
<b>US 441 / West 13 Street</b>	State	SR 331 / Williston Road	SR 24 / Archer Road	17,300	B
<b>US 441 / West 13 Street</b>	State	SR 24 / Archer Road	SR 26 / University Avenue	35,000	F
<b>US 441 / West 13 Street</b>	State	SR 26 / University Avenue	NW 29 Road	29,500	F
<b>US 441 / West 13 Street</b>	State	NW 29 Road	NW 23 Street	23,750	B
<b>SR 20 / NW 6 Street</b>	State	NW 8 Avenue	SR 222 / North 39 Avenue	14,400	C
<b>SR 20 / NW 6 Street</b>	State	SR 222 / North 39 Avenue	US 441 / West 13 Street	8,700	B
<b>SR 20 / Hawthorne Road</b>	State	SR 24 / Waldo Road	SE 43 Street	14,900	C
<b>SR 24 / Archer Road</b>	State	SW 75 Street / Tower Road	Interstate -75	27,000	B
<b>SR 24 / Archer Road</b>	State	Interstate -75	SR 121 / SW 34 Street	46,673	D

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
SR 24 / Archer Road	State	SR 226 / SW 16 Avenue	US 441 / West 13 Street	31,000	D
SR 24 / Waldo Road	State	SR 26 / University Avenue	SR 222 / East 39 Avenue	24,434	B
SR 26 / Newberry Road	State	NW 122 Street	Interstate-75 [east ramp]	40,000	F
SR 26 / Newberry Road	State	Interstate -75 [east ramp]	NW 8 Avenue	51,000	F
SR 26 / Newberry Road	State	NW 8 Avenue	SR 121 / West 34 Street	31,750	D
SR 26 / University Avenue	State	SR 121 / West 34 Street	Gale Lemerand Drive	22,250	D
SR 26 / University Avenue	State	Gale Lemerand Drive	US 441 / West 13 Street	28,000	D
SR 26 / University Avenue	State	US 441 / West 13 Street	SR 24 / Waldo Road	20,500	D
SR 26 / University Avenue	State	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	9,700	B
SR 26A / SW 2 Avenue	State	SR 26 / Newberry Road	SR 121 / West 34 Street	14,700	E
SR 26A / SW 2 Avenue	State	SR 121 / SW 34 Street	SR 26 / University Avenue	12,600	D
SR 121 / West 34 Street	State	SR 331 / Williston Road	SR 24 / Archer Road	25,380	C
SR 121 / West 34 Street	State	SR 24 / Archer Road	SR 26 / University Avenue	38,250	D
SR 121 / West 34 Street	State	SR 26 / University Avenue	NW 16 Avenue	20,450	F
SR 121 / West 34 Street	State	NW 16 Avenue	SR 222 / West 39 Avenue	14,750	C
SR 121 / West 34 Street	State	SR 222 / NW 39 Avenue	NW 53 Avenue	15,600	C
SR 222 / North 39 Avenue	State	US 441 / NW 13 Street	SR 24 / Waldo Road	17,400	B
SR 222 / North 39 Avenue	State	SR 24 / Waldo Road	End of 4-lane section	13,500	B
SR 222 / North 39 Avenue	State	End of 4-lane section	GMA	9,850	C
SR 226 / South 16 Avenue	State	SR 24 / Archer Road	US 441 / West 13 Street	18,518	C

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
SR 226 / South 16 Avenue	State	US 441 / West 13 Street	SR 329 / Main Street	16,900	C
SR 226 / South 16 Avenue	State	SR 329 / Main Street	SR 331 / Williston Road	8,400	B
SR 120A / North 23 Avenue	State	US 441 / West 13 Street	SR 24 / Waldo Road	12,900	C
SR 329 / Main Street	State	University Avenue	North 8 Avenue	13,900	D
SR 331 / SR 121	State	Interstate -75 (south)	US 441 / SW 13 Street	23,500	B
SR 331 / Williston Road	State	US 441 / SW 13 Street	SR 26 / University Avenue	20,200	B
SR 20 /NW 8 Avenue	State	NW 6 Street	North Main Street	16,400	C
Interstate -75	State	SR 331 / SR 121	SR 24 / Archer Road	62,000	B
Interstate -75	State	SR 24 / Archer Road	SR 26 / Newberry Road	69,000	C
Interstate -75	State	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	66,500	C
US 441	State	NW 23 Street	GMA	18,200	B
SR 222 / North 39 Avenue	State	NW 51 Street	US 441 / NW 13 Street	26,500	B
SR 121 / West 34 Street	State	NW 53 Avenue	US 441 / West 13 Street	9,100	B
SR 24 / Archer Road	State	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	51,000	E
SR 222 / North 39 Avenue	State	NW 83 Street	NW 51 Street	28,000	B
SR 24 / Waldo Road	State	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	17,000	B
SR 121 / West 34 Street	State	US 441 / West 13 Street	NW 77 Avenue	9,922	C

Currently, the entire city limits falls within a Transportation Concurrency Exception Area (TCEA). As part of the Evaluation and Appraisal update of the City's Comprehensive Plan, the City will rescind transportation concurrency. As a result, it will no longer be included in the concurrency management system. A new Transportation Mobility Program (TMP) is proposed in the Transportation Mobility Element that will assist the City in providing funding for adequate transportation facilities.

- *The growth trends and travel patterns and interactions between land use and transportation.*

As stated in the Future Land Use Element Supplemental Data and Analysis report, the City of Gainesville will continue to receive a slowly declining share of the total Alachua County population. The report also includes an analysis of existing vacant land by future land use category and a detailed discussion of major vacant land areas and their future development potential.

Gainesville is expected to continue to serve as the economic, educational, and cultural hub of an 11-county region, with the University of Florida, Shands Hospital, the Veterans Administration Hospital, Innovation Square, the Gainesville Regional Airport, the federal courthouse other important downtown destinations among the employment centers that attract workers and visitors from across the state and the largely rural and suburban surrounding counties. In addition, commercial centers like the Oaks Mall and Butler Plaza located near Interstate 75 interchanges attract people from many of the North Central Florida counties surrounding Gainesville. The presence of the University, in particular, continues to fuel growth in Alachua County through its research and educational activities. The City will address transportation mobility through the continued development of a robust multi-modal transportation network which includes transit, bicycle, pedestrian, and road facilities. The proposed Transportation Mobility Program represents a critical component of this effort as the mechanism to fund mobility projects which enhance the existing transportation system. The TMP is intended to strengthen the connection between the future land use plan and transportation mobility and access.

- ***Existing and projected intermodal deficiencies and needs.***

The Year 2035 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area includes a list of roadways with a projected volume to capacity ratio (v/c) greater than 1.05 in the year 2035. These roadways were considered to be “congested.” Much of the congestion was projected in the area west of downtown and the University of Florida along the major corridors leading to UF and downtown, such as US 441/W. 13th Street, Newberry Road, SW 20th Avenue, Archer Road, NW 34th Street, and I-75. The congested roadway segments (with v/c ratio greater than 1.05) located within the City of Gainesville city limits are listed in Table 2 below.

**Table 2: Projected Year 2035 Congested Road Segments within the City of Gainesville**

Roadway	County/City/State	From South or West Termini	To North or West Termini
<b>Interstate -75</b>	State	SR 24 / Archer Road	SR 26 / Newberry Road
<b>SW 20 Avenue</b>	Alachua County	SW 75 Street / Tower Road	SW 62 Boulevard
<b>SW 20 Avenue</b>	Alachua County	SW 62 Boulevard	SR 121 / West 34 Street
<b>SW 62 Boulevard</b>	City of Gainesville	SR 26 / Newberry Road	SW 20 Avenue
<b>SR 24 / Archer Road</b>	State	SW 75 Street / Tower Road	Interstate -75

Roadway	County/City/State	From South or West Termini	To North or West Termini
SR 24 / Archer Road	State	Interstate -75	SR 121 / SW 34 Street
SR 24 / Archer Road	State	SR 226 / SW 16 Avenue	US 441 / West 13 Street
US 441 / West 13 Street	State	SR 24 / Archer Road	SR 26 / University Avenue
US 441 / West 13 Street	State	SR 26 / University Avenue	NW 29 Road
US 441 / West 13 Street	State	NW 29 Road	NW 23 Street
US 441	State	NW 23 Street	GMA
SR 121 / West 34 Street	State	US 441 / West 13 Street	NW 77 Avenue
SR 329 / Main Street	State	University Avenue	North 8 Avenue
NW 43 Street	Alachua County	SR 26 / Newberry Road	NW 53 Avenue
NW 43 Street	Alachua County	NW 53 Avenue	US 441
SR 121 / West 34 Street	State	SR 331 / Williston Road	SR 24 / Archer Road
SR 121 / West 34 Street	State	SR 24 / Archer Road	SR 26 / University Avenue
SR 121 / West 34 Street	State	SR 26 / University Avenue	NW 16 Avenue
SR 121 / West 34 Street	State	NW 16 Avenue	SR 222 / West 39 Avenue
SR 121 / West 34 Street	State	SR 222 / NW 39 Avenue	NW 53 Avenue
SR 26A / SW 2 Avenue	State	SR 26 / Newberry Road	SR 121 / West 34 Street
SR 26A / SW 2 Avenue	State	SR 121 / SW 34 Street	SR 26 / University Avenue
SR 26 / Newberry Road	State	Interstate -75 [east ramp]	NW 8 Avenue
SR 222 / North 39 Avenue	State	NW 51 Street	US 441 / NW 13 Street
NW 53 Avenue	Alachua County	NW 52 Terrace	US 441 / West 13 Street

The LRTP identified the roadways listed in Table 2 as “constrained.” A constrained roadway was defined as a roadway that cannot be widened due to adopted policies, community impacts, and/or major cost. Due to these constraints, the projected Level of Service on these roadways is expected to reflect their congested status. The specific factors were listed as:

- The existing geography or development patterns caused the project to be too difficult or expensive;
- Current state or local policies prohibited widening of the roadway; and
- Widening the roadway would have a major impact on either a designated historic district or environmentally sensitive lands.

Based on this analysis, a Constrained Needs Plan was developed that included roadway widening projects, where feasible, based on the criteria identified above. The Constrained Needs Plan also identified corridors/facilities where operational strategies and transit service, including Bus Rapid Transit, would help to alleviate a portion of the projected congestion or provide a viable travel option.



- ***The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.***

Programmed transportation system enhancement projects are listed in the FDOT Work Program, the MTPO's Transportation Improvement Program, the City of Gainesville and Alachua County current budgets/Capital Improvements Programs which also include other sources of programmed construction funding, such as developer commitments. Additionally, the MTPO LRTP Year 2035 Cost Feasible identified a list of prioritized transit, bicycle, pedestrian, and roadway projects needed to meet projected growth within the Gainesville Metropolitan Area through the planning horizon (available on the North Central Florida Regional Planning Council website).

- ***How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.***

In the past, the City addressed transportation mobility through the development and application of the Transportation Concurrency Exception Area (TCEA). In response to changes in State law implemented by HB 7207, the City of Gainesville is proposing to rescind transportation concurrency and amend the Transportation Mobility Element to reflect this action. A new proposed Transportation Mobility Program will largely be based on the principles established in the Concurrency Management Element that tied land use development and transportation planning together to support and provide funding for a multi-modal transportation system. The new Transportation Mobility Program will provide a mechanism for the City to provide design criteria and leverage resources towards multimodal projects designed to meet the City's projected transportation needs.

## Transportation Mobility Element

### Overall Goal

**ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, QUALITY OF LIFE, THAT IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF GAINESVILLE, AND IMPLEMENTS THE VISION OF THE ~~“YEAR 2020 LIVABLE COMMUNITY REINVESTMENT PLAN”~~ (GAINESVILLE 2020 TRANSPORTATION PLAN) “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. ~~PROVIDE EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND PUBLIC TRANSIT NEEDS. THE SYSTEM SHOULD PROVIDE VEHICULAR, PUBLIC TRANSIT AND NON-MOTORIZED ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD COMMERCIAL AREAS.~~ 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 PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS AND SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES AND BASIC SERVICES.**

### GOAL 1

#### ADOPT TRANSPORTATION LEVELS OF SERVICE.

**Objective 1.1 The City shall adopt the following transportation levels of service solely for planning purposes. These levels of service are not used to apply transportation concurrency. The City of Gainesville has rescinded transportation concurrency in its Comprehensive Plan.**

#### Policies

##### 1.1.1 Roadway level of service (LOS):

- 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 shall be maintained at the 2012 level to the extent feasible, recognizing that I-75 serves land areas outside city limits.

- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

#### 1.1.2 Transit LOS:

- a. The City shall strive to provide main bus service within ¼ mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.
- b. The City shall strive to provide 20 minute peak hour frequencies 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 main bus 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 main transit routes at least 14 hours a day.

#### 1.1.3 Pedestrian LOS:

- a. The City shall continue to install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City shall continue to have Land Development Code regulations that 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.

#### 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.

### **GOAL 4 2**

**DEVELOP AND MAINTAIN A SAFE, CONVENIENT AND ENERGY EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED AND WHICH PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.**

## Objective 2.1

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

### Policies

- 42.1.1 ~~By 2010, the~~ The City shall continue to enhance the multi-modal transportation connections on University Avenue and SW 2<sup>nd</sup> Avenue between downtown and UF (University of Florida) to enhance the connection between these two areas, and promote transportation choice and livability.
- 42.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.
- 42.1.3 ~~By 2004, the City shall explore with FDOT, enhancements to N.W.13<sup>th</sup> Street to increase the pedestrian and multi-modal character of that corridor.~~ The City shall continue to support the “Multimodal Emphasis Corridor” designation on 13<sup>th</sup> Street from SW 16<sup>th</sup> Avenue to NW 23<sup>rd</sup> Avenue as shown in the Long Range Transportation Plan Update.
- 42.1.4 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.
- 42.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.
- 42.1.6 ~~The City shall inventory and prioritize enhancements for “A” streets by 2005. An “A” street shall be defined as a street which is designed with, or otherwise characterized by, features that promote the safety, comfort, and convenience of pedestrians.~~ The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.
- 42.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Mobility Element of the City Comprehensive Plan.
- 42.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.
- 42.1.9 The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and the area between downtown and the UF campus. The land development code shall be amended to ensure

that such parking meets performance objectives.

~~1.1.10 The City shall establish indicators, which track the trends in promoting transportation choice on an annual basis. Such indicators may include, among others, gasoline consumption, bus ridership, jobs/housing balance, vehicle miles traveled, percentage of travel by various forms of travel, and motor vehicle registration.~~

2.1.10 The City shall use “Context Sensitive Street Design” principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

~~12.1.11~~ Site Development plans for new developments and redevelopment of residential and non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

~~12.1.12~~ New development will be encouraged to provide ~~non-motorized vehicle and non-street connections~~ pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

~~1.1.13 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:~~

- ~~a. Coordinating with the MTPo to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;~~
- ~~b. Coordinating with the MTPo and Alachua County to extend East 27th Street from University Avenue to NE 39th Avenue;~~
- ~~c. Coordinating with the MTPo and FDOT to narrow and enhance University Avenue between East 15th Street and East 27th Street;~~
- ~~d. Coordinating with MTPo and FDOT to modify Waldo Road from NE 16th Avenue to SE 4th Avenue so that this section of road becomes a low-speed, urban gateway boulevard; and~~
- ~~e. Include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.~~

## Objective ~~12.2~~

**Ensure that future land use map designations promote transportation objectives by designating residential development of sufficient density transit-supportive densities in appropriate locations to support transportation choice.**

## Policies

- ~~12.2.1~~ The City's future land use map shall remain consistent with transportation choice strategies such as: ~~retaining higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit route corridors; car-oriented land uses primarily outside of areas oriented toward transportation choice; mixed use designations in appropriate locations; and centrally located community-serving facilities.~~
- ~~1.2.2~~ The City shall coordinate with the MTPO to increase public awareness of upcoming transportation projects in the approved ~~Year 2020 Livable Communities Reinvestment Cost Feasible Plan.~~

## Objective ~~12.3~~

**Ensure that the City coordinates with the ~~Year 2020 Livable Communities Reinvestment Plan~~ Year 2035 Long Range Transportation Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida Transportation Plan and the FDOT's Adopted Work Program.**

## Policies

- ~~12.3.1~~ The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.
- ~~12.3.2~~ The City shall coordinate with FDOT and Alachua County to implement Access Management, ~~Rule 14-97, F.A.C., and Sections 334.044 (2) and 335.188, F.S.~~ regulations.
- ~~12.3.3~~ The City shall continue to propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.
- ~~12.3.4~~ The City shall continue to coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the ~~traffic signal system and timing~~ Traffic Management System, and by installing traffic ~~signal pre-emption~~ signal priority control for emergency vehicles and buses.
- ~~12.3.5~~ The City shall assist the MTPO in issuing a Level of Service Report on all GUATS system roadways annually and shall coordinate with the MTPO to designate backlogged and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.
- ~~2.3.6~~ The City shall strive to implement transportation-related aspects of Plan East Gainesville, including, but not limited to:

- a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;
- b. Coordinating with the MTPO and FDOT on the implementation of the Waldo Road Multi-Way Boulevard (with limits from University Avenue to NE 39<sup>th</sup> Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
- c. As road reconstruction occurs, include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.

#### Objective ~~12~~.4

**Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.**

#### Policy

- ~~12.4.1~~ ~~By 2005, the~~ The City shall continue to work with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs which will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

#### **PEDESTRIANS**

#### **GOAL ~~23~~**

**PROVIDE A SAFE, CONVENIENT, CONTINUOUS, COMFORTABLE, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE. DEVELOP A “PARK ONCE” ENVIRONMENT AT EACH CITY NEIGHBORHOOD (ACTIVITY) CENTER.**

#### Objective ~~23~~.1

**Establish land use designations and encourage site development plans that reduce vehicle miles travelled and are transit supportive. ~~which reduce trip distances.~~**

## Policies

- ~~23.1.1~~ ~~By 2002, the~~ The City shall continue to inventory and prioritize street segments with sidewalk gaps. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; and (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight. 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.
- ~~2.1.2~~ ~~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.~~
- ~~23.1.42~~ ~~By 2002, the~~ The City shall continue to 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 mixed-use areas.
- ~~23.1.53~~ ~~By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides. The City shall use the “Complete Streets” principles in the design of all new streets.~~
- ~~2.1.6~~ ~~The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.~~
- ~~23.1.74~~ Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties. Connectivity or stub-outs for future connections shall be included in development and redevelopment plans.
- ~~23.1.85~~ 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.
- ~~23.1.96~~ 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).



~~23.1.1407~~ 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.

~~2.1.12~~ Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.

~~2.1.13~~ The City, by 2002, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements in the downtown Central City District, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements, and shall prepare an affordable and feasible schedule for making such improvements.

~~23.1.148~~ The City shall work with FDOT and the CRA to enhance and widen sidewalks and provide traffic control and design features to enhance pedestrian activity along University Avenue from W. 38<sup>th</sup> Street to Waldo Road implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34<sup>th</sup> Street as a Multimodal Emphasis Corridor.

~~23.1.159~~ The City shall amend the Land Development Code to require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to sidewalks, ~~speed tables~~ and crosswalks that connect buildings and parking areas at the development site.

~~23.1.160~~ At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.

## *TRANSIT*

### GOAL 3

~~CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT~~

~~THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE.~~

### Objective 3.42

Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus transit system serves major trip generators and attractors such as the UF campus and existing transit hubs and transit supportive areas neighborhood (activity) centers, and that employment and housing are adequately served by with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.

### Policies

- 3.42.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near ~~important transit stops along arterials and collectors~~ existing transit hubs or transit-supportive areas.
- 3.42.2 The City shall strive to link its land use and transportation planning by ~~establishing neighborhood (activity) centers as “transit oriented developments.”~~ Ideally, ~~transit hubs will evolve into having a sense of place and community~~ using the Transportation Mobility Program.
- 3.42.3 ~~By 2005, the~~ The City shall continue to evaluate ~~the citywide~~ bus stops in city limits to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop.
- 3.42.4 The City shall continue to acquire additional buses to accommodate expanded services and increased ridership.
- 3.42.5 The City shall support expansion of the ~~Bus Card Pass membership~~ Employee Bus Pass Program to include Shands employees, and consider establishing a program that would provide one to more city residents.
- 3.42.6 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

### Objective 3.2

~~Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010.~~

#### Policies

- ~~3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.~~
- 3.2.27 The City shall continue to equip new RTS bus stops with easy-to-understand timetable and route information and an easily recognizable RTS logo.
- ~~3.2.3 The City shall strive to provide main bus service within  $\frac{1}{4}$  mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.~~
- ~~3.2.4 The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents.~~
- 3.2.58 The City bus transit service shall be enhanced to improve reliability and expand weekday evening and weekend service.
- ~~3.2.6 In recognition of the value to the community of the many strong, stable, residential neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate a presumption that the City shall support a change of designation of land use for any parcel. Any such action shall take into account the full range of appropriate factors such as overall compatibility of the proposal, surrounding land uses, environmental constraints, and others, in addition to the factor of the City's support of transit.~~

## ***BICYCLING***

### **GOAL 4**

**PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCIVE TO BICYCLING.**

#### **Objective 4.1**

**Strive to increase the number of bicycle trips within city limits.**

#### **Policies**

- 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the city.
- 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the

installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with FDOT design standards for road facilities.

- 4.1.3 The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets, consistent with FDOT standards.
- 4.1.4 ~~By 2003, computerized traffic signalization in the Traditional City shall be designed to strike a balance between the needs of the pedestrian, bus, bicycle, and car, with particular consideration given to locations with high pedestrian volumes, bicycle volumes, or both. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed. Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.~~
- 4.1.5 ~~By 2003, the~~ The City shall identify all arterials and collector segments which are not currently designed for in-street bicycle transportation, and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.
- 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.
- 4.1.7 ~~By 2003, when sufficient right of way is available and when not an "A" street, all n~~New construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards. Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street using "Complete Streets" and "Context Sensitive Street Design" principles.
- 4.1.8 ~~The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights-of-way. Maintenance shall include sweeping of bicycle lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.~~
- 4.1.9 ~~By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.~~
- 4.1.10~~8~~9The City shall continue to equip each transit system bus to carry bicycles.
- 4.1.11~~9~~9All new park-n-ride lots shall be designed to accommodate bicycle parking.

- 4.1.102 ~~By 2005, the~~ The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major transit stops and transfer points within city limits.
- 4.1.113 The City shall support continuation of provision of bicycle and pedestrian safety programs in Alachua County schools.
- 4.1.124 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this plan.

## Objective 4.2

### Improve bicycle-related security.

#### Policies

- 4.2.1 The City's bicycle parking design guidelines shall only allow bicycle racks which provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle rack.

## ***TRAIL NETWORK***

### GOAL 5

#### DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

### Objective 5.1

~~Develop, by 2006, an average of at least one mile of trail designed for bicycles, pedestrians, and wheelchairs annually.~~ **Continue to develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.**

#### Policies

- 5.1.1 The City shall fill gaps in the Trail Network, as identified ~~as Future Off-Road Trails~~ on the map labeled Off-Street Paved Trail Network in the Transportation Mobility Element map series Data and Analysis Report and the Bicycle Master Plan, by 2010.
- 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits ~~Waldo Rail Trail, the Gainesville Hawthorne Rail Trail, and the Archer Road corridor.~~

- 5.1.3 The City shall ~~amend the land development code~~ continue to require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
- 5.1.4 The City shall continue to evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations ~~by 2003~~. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
- 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a “rails-with-trails” program is established.
- 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle and pedestrian facilities.
- 5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities, and to keep options open for future inter-city passenger rail corridors.

***LIVABLE STREETS THAT PROMOTE SAFETY AND QUALITY OF LIFE***

**GOAL 6**

**CREATE AND ~~RETAIN~~ MAINTAIN STREETS THAT PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES: (1) FOR SLOW MOTOR VEHICLE SPEEDS, (2) FOR QUIET NEIGHBORHOODS, (3) FOR SAFETY FOR CHILDREN, PEOPLE WITH DISABILITIES, AND SENIORS ALONG RESIDENTIAL STREETS, (4) FOR A LIVABLE COMMUNITY FEATURING NEIGHBORHOOD PRIDE, A SENSE OF PLACE, AND A PLEASANT TREE CANOPY; AND (5) THAT SUPPORT A SIDEWALK SYSTEM SUPPORTIVE OF SOCIALIZING.**

**Objective 6.1**

**Revise street design standards using “Complete Streets” and “Context Sensitive Streets” design principles and ~~continue installing street that emphasize design features so that construction of new streets and repair of existing streets~~ that will create a safe, balanced, livable street system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**

**Policies**

- 6.1.1 ~~In the Traditional City, University Heights, and College Park~~ Citywide, the City shall use context-appropriate design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming,

prominent crosswalks, modest building setbacks, and signal timing to achieve more modest average car speeds (no more than 25-30 mph) in order to create a more livable street system rich in transportation choice. The design of streets shall promote land uses that are intended along streets in this portion of the city, such as healthy and walkable retail, residential, office, and civic uses.

- 6.1.2 Use traffic calming, where appropriate, to promote transportation choice and to reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
- 6.1.3 The City shall ~~make low speed urban street design specifications and geometries the normal, default practice for street construction, modification, and reconstruction, and shall encourage the same policy be adopted by FDOT and the County within city limits. Higher speed design shall only be used when specifically warranted~~ use the “City of Gainesville Engineering Design and Construction Manual” for street design and geometrics.
- 6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project, the City shall recommend that the State or the County make such enhancements.
- 6.1.5 The City shall work with the State and the County to design roadways that ~~protect the linear continuity of raised medians as a strategy to~~ promote safety, ~~to~~ provide pedestrian refuge, promote traffic calming, and provide space for landscaping, ~~and discourage strip-commercial development.~~
- 6.1.6 The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
- ~~6.1.7 The City should de-emphasize the hierarchical street system in terms of relying on a few large streets to carry the bulk of trips, and shall incrementally move toward a more balanced, connected system whereby trips are more dispersed throughout the entire street system. Additional connections should be added where needed and feasible to make our overall street system more functional, with respect for existing natural and man-made features.~~
- 6.1.78 The City shall continue to set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.

## ***SOV TRAVEL***

## GOAL 7

### STRIVE TO ~~MINIMIZE~~ REDUCE SINGLE-OCCUPANT VEHICLE TRIPS WITHIN THE GAINESVILLE METROPOLITAN AREA.

#### Objective 7.1

~~Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means other than single-occupant vehicle.~~ Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles travelled.

#### Policies

- 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes, except for I-75.
- 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.
- 7.1.3 The City shall ~~amend its~~ continue to periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- 7.1.5 The City shall use the Transportation ~~Concurrency Exception Area~~ Mobility Program as shown in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the city, and to promote transportation choices.
- ~~7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway System and LOS "D" for State two-way arterials. Development within the Gainesville Transportation Concurrency Exception Area (TCEA) shall be regulated as shown in the Concurrency Management Element.~~
- ~~7.1.7 The City shall adopt LOS "E" for non-state streets (including Non-state streets functioning as arterials) which are city-maintained facilities in the street network. Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~
- ~~7.1.8 The City shall adopt LOS "D" for non-state streets which are Alachua County-maintained facilities in the street network, as shown in the "Average Annual Daily Traffic Level of Service Report". Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.~~



- 7.1.69 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses, having separate driveways and parking, which are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.
- 7.1.710 The City shall coordinate the transportation network with the Future Land Uses shown on the Future Land Use Map Series in order to encourage compact development patterns and to provide safe and convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida ~~Intrastate Highway System~~ Strategic Intermodal System.
- ~~7.1.11 Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.~~
- 7.1.812 The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes or parking cash-out policies, for their employees.

## Objective 7.2

~~Reduce car dependency to obtain environmental, financial, and social benefits. Utilize the Transportation Mobility Program policies to improve the land use and transportation planning connection and as a means to reduce traffic congestion.~~ Utilize the Transportation Mobility Program policies to improve the land use and transportation planning connection and as a means to reduce traffic congestion.

### Policies

- 7.2.1 Widening a street will not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, roundabouts, and strategies that promote bus use, bicycling, and walking.
- 7.2.2 The City will encourage the use of more sustainable forms of travel, more transportation choice, and a better retail environment to reduce the level of traffic congestion in order to improve the city's transportation level of service.
- ~~7.2.3 Decision makers will incorporate the impacts of induced traffic when evaluating results of travel modeling. The Transportation Mobility Program shall be used to promote multi-modal opportunities and better land use planning.~~ The Transportation Mobility Program shall be used to promote multi-modal opportunities and better land use planning.

## ***ACCESSIBILITY FOR THE DISABLED***

### **GOAL 8**

#### **CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS**

## **FOR PEOPLE WITH DISABILITIES.**

### **Objective 8.1**

**Eliminate existing barriers for people with disabilities.**

#### **Policies**

- 8.1.1 Curb ramps, ~~and~~ raised crosswalks, ~~and~~ modifications to RTS bus stops and bus shelters shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.
- 8.1.2 The City shall continue to equip RTS buses to carry people with disabilities.
- 8.1.3 Car parking spaces for persons who have disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

## **GOAL 9**

**PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS, COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT MANNER.**

### **Objective 9.1**

**Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the ~~1987 Gainesville Airport Master Plan~~ most recently adopted Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.**

#### **Policies**

- 9.1.1 The City shall ~~monitor the ridership potential for~~ continue to provide main bus service to the Gainesville Regional Airport, ~~and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding area.~~
- 9.1.2 The City shall use the ~~1987 Gainesville Regional Airport Master Plan~~ most recently adopted Airport Master Plan as the future land use guide for development in and around the airport.
- 9.1.3 ~~The City shall ensure that airport improvements are in compliance with the City's Conservation, Open Space and Groundwater Recharge Element.~~

### **Objective 9.2**

**Continue to eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating the siting of new (or expansion of existing) airports, or related facilities with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.**

Policies

- 9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.
- 9.2.2 The City shall continue to work with Alachua County to ensure that incompatible land uses within the 65, 70 and 75 Ldn adopted airport noise contours are eliminated.
- 9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land which is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.

**Objective 9.3**

**Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization.**

Policy

- 9.3.1 The City shall continue to ensure that future aviation projects and the Airport Industrial Park are integrated with the City's ~~traffic circulation~~ transportation system and with other forms of transportation, such as transit and bicycling.

**Objective 9.4**

**Continue to coordinate airport growth with appropriate aviation or other related organizations.**

Policies

- 9.4.1 The City shall continue to work with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- 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 ESTABLISH 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 City establishes the Gainesville Transportation Mobility Program Area (TMPA) with sub-areas designated Zones A, B, C, D, E and M as shown in the Transportation Mobility Element Data and Analysis Report and on the City's Planning and Development Services Department web site GIS Map Library.**

Policies

- 10.1.1 All properties within city limits are included in the Gainesville Transportation Mobility Program Area (TMPA), except for annexed properties without City-designated land use. As annexed properties are designated with a City land use by either large-scale or small-scale land use amendments, they shall be placed in an appropriate TMPA Zone as mapped on the City's GIS map library on the Planning & Development Services Department web site. The properties shall be placed in the most physically proximate TMPA Zone.
- 10.1.2 All land uses and development located in the TMPA, except for annexed properties without City-designated land use, shall be required to meet the TMPA policies specified in this element.
- 10.1.3 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 TMPA. Except as shown in Policy 10.1.4 and Policy 10.1.14, 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.
- 10.1.4 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 the Transportation Mobility Program requirements shall be provided by the developer.

10.1.5 Within Zones B, C, D, E or M new development or redevelopment shall provide all of the items listed in Policy 10.1.4 a. through e. and meet required policy criteria and requirements, as specified in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (as relevant to the Zone), to address transportation mobility needs within the TMPA. Transportation modifications which are required due to traffic safety and/ or operating conditions and which are unrelated to the Transportation Mobility Program requirements shall be provided by the developer, and any such items provided shall not count towards meeting required criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14 (whichever is relevant to the Zone).

10.1.6 Within Zone B, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone B, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost

estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least two criteria</u>
<u>100 to 400</u>	<u>At least three criteria</u>
<u>400 to 999</u>	<u>At least five criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least eight criteria</u>
<u>Greater than 5,000 trips</u>	<p><u>At least twelve criteria and meet a. or b. below:</u></p> <ul style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ul>

### **Zone B Criteria**

- a. Intersection and/or signalization modifications to address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, and/or updates of elements 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. Funding for the construction of a new or expanded bus maintenance/operations facility.
- c. Construction of bus shelters built to City specifications or bus shelter lighting using solar technology designed and constructed to City specifications.

- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including Express Transit service or Bus Rapid Transit, where appropriate.
- g. Construction of public sidewalks where they do not currently exist. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- i. Deeding of land for the addition and construction of bicycle lanes, or construction of bicycle lanes to City specifications.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities, built to RTS needs and specifications.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of 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.
- p. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.

- q. 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 not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the off-street paved trail network; 4.) additional entry points to the off-street paved trail network; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate off-street trail surfacing.
- r. 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.
- s. Construction of new road facilities which provide alternate routes to reduce congestion or create a better gridded network.
- t. Addition of lanes on existing road facilities (including, but not limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes), where acceptable to the City and/or MTPO, as relevant.
- u. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

10.1.7 Within Zone C, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone C, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least one criteria</u>
<u>50 to less than 100</u>	<u>At least three criteria</u>
<u>100 to 400</u>	<u>At least 4.5 criteria</u>



<u>400 to 999</u>	<u>At least 7.5 criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least twelve criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least eighteen criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.</u></li> </ol>

### Zone C Criteria

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone C that can be demonstrated to be a direct benefit to the transportation system in the Zone C area:

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; and,
3. in areas where redevelopment occurs: extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity; and,
4. extension of SW 40th Place from SW 27th Street to SW 47<sup>th</sup> Avenue.

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the 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. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Intersection and/or signalization modifications to address congestion management. This may include, but is 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

- Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- c. Construction of bus shelters built to City specifications.
  - d. Bus shelter lighting using solar technology to City specifications.
  - e. Construction of bus turn-out facilities to City specifications.
  - f. 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 addition and construction of bicycle lanes or trails.
  - g. Payments to the Regional Transit System which either increase service frequency or add additional bus service, including Express Transit service and Bus Rapid Transit, where appropriate.
  - h. Construction of public sidewalks where they are not currently existing 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.
  - i. Use of joint driveways or cross-access connections to reduce curb cuts.
  - j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
  - k. Pedestrian-scale lighting in priority areas including:
    - 1. SW 35th Place;
    - 2. SW 37th/39th Blvd.;
    - 3. SW 23rd Terrace; and,
    - 4. Williston Road.
  - l. Business operations that can be proven to have limited or no peak hour roadway impact.

- m. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- n. Provision of matching funds for transit or other transportation mobility-related grants.
- o. 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.
- p. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.
- q. Funding for the construction of a new or expanded bus maintenance facility.

10.1.8 The City establishes the following priority for projects in Zone C and shall work 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.

- 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. Funding for the construction of a new or expanded bus maintenance operations facility.

10.1.9 Within Zone D, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA Agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular transportation conditions and priorities in: Zone D, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>

<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u></li> </ol>

#### Zone D Criteria

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone D that can be demonstrated to be a direct benefit to the transportation system in the Zone D area:

1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Construction of bus shelters built to City specifications.

- c. Bus shelter lighting using solar technology to City specifications.
- d. Construction of bus turn-out facilities to City specifications.
- e. 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 addition and construction of bicycle lanes or trails.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including Express Transit Service and Bus Rapid Transit, where appropriate.
- g. Construction of public sidewalks where they are not currently existing 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.
- h. Funding for the construction of a new or expanded bus maintenance/operations main facility.
- i. Business operations that can be proven to have limited or no peak hour roadway impact.
- j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- k. Provision of matching funds for transit or other transportation mobility-related grants.
- l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- m. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.10 The City establishes the following priority for projects in Zone D and shall work with the MTPO to add these items to the MTPO list of priorities. The City shall pursue matching grants and other funding sources to complete these projects.

- 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. Funding for the construction of a new or expanded bus maintenance/operations facility.

10.1.11 Within Zone E, development or redevelopment shall be required to meet the following transportation mobility criteria, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign a TMPA agreement with the City for the provision of these criteria. The choice of criteria shall be subject to the final approval of the City during the plan approval process. The criteria chosen shall relate to the particular site where the development is located and transportation mobility conditions and priorities in: Zone E, adjacent Zones, or citywide for criteria that benefit the overall transportation system. In recognition of the varying costs associated with the criteria, the City shall have the discretion to count some individual criteria, based on cost estimates provided by the developer and verified by the City, as meeting two or more criteria.

<u>Net, New Average Daily Trip Generation</u>	<u>Number of Criteria Which Must Be Met</u>
<u>Less than 50</u>	<u>At least 1.5 criteria</u>
<u>50 to less than 100</u>	<u>At least four criteria</u>
<u>100 to 400</u>	<u>At least six criteria</u>
<u>400 to 999</u>	<u>At least ten criteria</u>
<u>Greater than 1,000 trips but less than 5,000 trips</u>	<u>At least sixteen criteria</u>
<u>Greater than 5,000 trips</u>	<u>At least 24 criteria and meet a. or b. below:</u> <ol style="list-style-type: none"> <li>a. <u>Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS.</u></li> <li>b. <u>Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</u></li> </ol>

### **Zone E Criteria**

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone E that can be demonstrated to be a direct benefit to the transportation system in the Zone E area:

1. widening of SR 121 to 4 lanes north of US 441 to CR 231;
2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Construction of bus shelters built to City specifications, where transit service is available.
- c. Bus shelter lighting using solar technology to City specifications, where transit service is available.
- d. Construction of bus turn-out facilities to City specifications, where transit service is available.
- e. 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 addition and construction of bicycle lanes or trails.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including Express Transit Service and Bus Rapid Transit, where appropriate.
- g. Construction of public sidewalks where they are not currently existing 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.

- h. Funding for the construction of a new or expanded bus maintenance/operations main facility.
- i. Business operations that can be proven to have limited or no peak hour roadway impact.
- j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- k. Provision of matching funds for transit or other transportation mobility-related grants.
- l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.
- m. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

10.1.12 The City establishes the following priority for projects in Zone E and shall work 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.

- a. Widening of SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of a new or expanded bus maintenance/operations facility.

### **Zone M Criteria**

10.1.13 Within Zone M, development or redevelopment shall be required to meet transportation mobility criteria to fund mobility, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside the limits of Zone M (in adjacent areas) that can be demonstrated to be a direct benefit to the transportation system in the area of Zone M. The transportation mobility criteria that must be met shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities calculated as set forth in the City's Land Development Code. The transportation mobility criteria for development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either being located on an existing transit route with minimum fifteen minute frequencies in the



a.m. and p.m. peak hours for RTS or provision of funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provision of funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years. The mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements. The developer shall sign an agreement with the City of Gainesville for meeting the required transportation mobility criteria. It shall be anticipated that the provision of all mobility needs in Zone M may span a 20 to 30 year time period. The following is a list of mobility needs/projects in Zone M that can be used to meet the required transportation mobility criteria:

a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects:

1. extension of Hull Road consistent with MTPO Option M;
2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and,
3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Funding for articulated buses.
- c. Funding for the construction of a new or expanded bus maintenance/operations facility.
- d. Construction of transit superstops in Zone M built to City specifications.
- e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.

- f. Traffic management system equipment for transit vehicles operating on routes in Zone M.
- g. Construction of public sidewalks where they are not currently existing 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.
- h. Business operations that can be proven to have limited or no peak hour roadway impact.
- i. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.
- j. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- k. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.
- l. Funding for new buses and other capital expenses for routes serving Zone M.

10.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development shall fund the capital transit costs associated with transit service needs for the city portion of the Context Area. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution toward the additional transit service enhancements needed to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies). The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TMPA criteria in Zones B, C, D, or M.

10.1.15 Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as relevant to the zone.

10.1.16 Within Zones B, C, D, E, or M, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, transit-oriented development (TOD) or mixed-use development which includes a mix of

both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policy 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as relevant.

10.1.17 An existing DRI, approved and built prior to the adoption of the TMPA, may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.

- a. The DRI is wholly located within the TMPA.
- b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.
- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.

10.1.19 The City shall continue to collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

10.1.20 The City may require special traffic studies, including, but not limited to, information

about trip generation, trip distribution, trip credits, and/or signal warrants, within the TMPA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.

10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.

10.1.23 Developments approved prior to the adoption of the TMPA shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan approval, consistent with Policy 3.4.5 in the Future Land Use Element, unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies. Amendments to development plans made after the adoption of the TMPA shall be required to meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.

**Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, specially regulate developments with 30 or more acres and by adopting the Existing Transit Hubs & Transit-Supportive Areas map as part of the Transportation Mobility Map Series.**

#### Policies

10.2.1 The City shall not close or vacate streets except under the following conditions:

- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
- c. the loss of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.

- 10.2.2 The City shall ensure that new streets are designed for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul de sacs, where feasible.
- 10.2.3 The City shall require new residential developments, where feasible, to provide street or sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.
- 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.
- 10.2.5 In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply for properties that are located within ¼ mile of the property lines of an existing transit hub or in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. A 25% trip credit shall apply to any redevelopment project or project that expands or converts a building to a new use. A 40% trip credit shall apply to mixed use projects that include both a residential and non-residential component. The residential component shall require that a minimum of 10 percent of the floor area of commercial/office uses be in the form of residential dwelling units.
- 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the City shall designate the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Element map series) and provide additional redevelopment trip credits in this area. The City shall reduce the number of trips for which Policy 10.1.6 criteria must be met by 30% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 45%.
- 10.2.7 Within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following in order to facilitate a reduction in vehicle miles traveled and energy efficient land use patterns:
- a. A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units.
  - b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.

- c. A residential unit credit may be received from off-site development that is within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.
- d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.
- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed uses requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. For infill parcels in Zones A, B or C that are surrounded by an area equal to the size of the development and that area is at least 75% developed with built uses that can provide a mix of residential and non-residential support needs and there are existing adequate and safe sidewalk connections to required non-residential or residential locations within ¼ mile of the development, there shall be an exemption to the mix of residential and non-residential uses required in a. above.

**Objective 10.3 The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TMPA.**

**Policies**

10.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TMPA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TMPA which are listed in the annual level of service report produced by the North Central Florida Regional Planning Council. Within Zones C and M, the build-to line may be modified on Archer Road, SW 34th Street, SW 20<sup>th</sup> Avenue or Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Special Area Plan for Central Corridors, City Land Development Code. These design standards requirements shall not override design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development.

10.3.2 New development of automotive-oriented uses located within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays and fueling (gas) pumps to the rear of buildings located on the site. These design standards shall not apply in industrial zoning districts. The number of fueling positions shall be regulated by TMPA policies.

**Objective 10.4 Automobile-oriented developments/uses including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations shall be regulated as follows within the TMPA.**

**Policies**

10.4.1 The City may establish pedestrian-, transit-, and bicycle-oriented areas, through a special area plan overlay zone adopted within the Land Development Code, which prohibit or further regulate automobile-oriented developments/uses beyond the standards set by the TMPA.

10.4.2 Special Area Plan overlay district regulations (such as the College Park Special Area Plan and the Traditional City) that prohibit and regulate automobile-oriented developments/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TMPA.

10.4.3 New development of surface parking lots as a principal use shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features which maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and transit use in the area.

10.4.4 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and or/beverage sales, dry cleaning, express mail services and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards for drive-through facilities shall be included:

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;

- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

10.4.5 Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 foot distance requirement shall not apply if any of the following criteria are met:
  - 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
  - 2. Cross access is provided with an adjoining property.



3. A public or private road intervenes between the two sites.
  4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. Criteria that must be met for any of the Zones shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

10.4.6 Unless otherwise prohibited or regulated by a Special Area Plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments regulated by a unified development plan consisting of three or more acres, having a minimum of 25,000 square feet of gross floor area, and providing centralized motorized vehicle access and a mix of at least three uses which may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments which meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle and transit features which facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

10.4.7 New development of drive-through facilities shall be permitted, by Special Use Permit, when part of a single, mixed-use building, having more than one business or use at the site, where the minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-through use at such sites shall be allowed. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage convenience, safety and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

10.4.8 On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed use centers, or mixed use buildings, as defined in this element. Drive-through facilities on this road

segment shall meet the requirements of Policies 1.4.6 and 1.4.7.

10.4.9 Within the TMPA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:

- a. Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.
- b. The number and width of driveways shall be minimized.
- c. Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:
  1. No limitation on fueling positions in the Industrial zoning categories;
  2. Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;
  3. Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:
    - a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;
    - b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;
    - c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

- d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.
  - e. Cross-access or joint driveway usage is provided to other adjacent developments.
  - f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:
    1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;
    2. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;
    3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;
    4. Off-street parking shall be located to the side or rear of the building;
    5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

10.4.10 Within the TMPA, development plans for the placement of new parking garages as a principal or accessory use shall address:

- a. minimizing conflict with pedestrian and bicycle travel routes;
- b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
- c. being located and designed to discourage vehicle access through residential streets;
- d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

**Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment which supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.**

### **Policies**

10.5.1 The November 1998 Gateway Corridor Design Concept Plan shall be used as the basis for all landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.

10.5.5 New development within Zones B, C, D, E or M shall be required to plant minimum 65-gallon-sized trees, 18 feet tall and 3.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. Within Zones C, D, E, and M the 65-gallon tree landscaping requirement shall apply to all public or private streets. If 65-gallon or equivalent trees

are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zones B, C, D, E and M shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TMPA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.

**Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.**

**Policies**

- 10.6.1 Within the TMPA, parking in excess of the minimum required by the Land Development Code shall not be allowed.
- 10.6.2 Within the TMPA, developments may apply for a parking reduction based on criteria in the Land Development Code.

**Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.**

**Policies**

- 10.7.1 In cooperation with the MTPO, the City shall encourage that all designs for new roadways and redesigns of existing roadways include consideration of features to improve multi-modal transportation, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right-of-ways, and traffic calming mechanisms.
- 10.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or

“Physically Constrained” facilities where alternatives to road widening are the primary strategy for roadway congestion.

**Objective 10.8 The City shall coordinate on an ongoing basis with Alachua County concerning the TMPA.**

**Policies**

10.8.1 For developments generating more than 100 net, new average daily trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TMPA that generate more than 1,000 net, new average daily trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any criteria proposed/required to be met under Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11 and 10.1.13. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing. The City shall require large developments that trip the State DRI threshold to address their regional impacts on facilities.

10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of approved development within the TMPA on County-maintained roads and share the information with Alachua County.

**Objective 10.9 The City shall coordinate on an ongoing basis with the Florida Department of Transportation (FDOT) concerning the TMPA.**

**Policy**

10.9.1 For all developments accessing State roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on State roads.

## Transportation Mobility Element Map Series

- ~~Functional Classification of Streets~~
- Major Thoroughfares and Transportation Routes
- ~~Limited and Controlled Access Facilities~~
- ~~Major Parking Facilities~~
- ~~Parking Garages~~
- Transit Routes (Walking Service Area)
- ~~Transit Routes (Bicycle Service Area)~~
- ~~Existing & Potential Transit Hubs, Terminals, Transfer Stations & Transit Supportive Areas~~
- ~~Transportation Concurrency Exception Area~~
- Gainesville Off-street Paved Trail Network
- In-street Bicycle Facility Types
- Rail & Airport Facilities
- ~~Airport Clear Zones and Obstructions~~
- ~~Maintenance Responsibility~~
- ~~Number of Lanes~~
- NW 13<sup>th</sup> Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors
- ~~Existing Street LOS, 6/00~~
- ~~Natural Disaster Emergency Evacuation Routes~~

**Petition PB-12-132 CPA.** City Plan Board. Amend the City of Gainesville Comprehensive Plan Transportation Mobility Element for the Evaluation and Appraisal process.

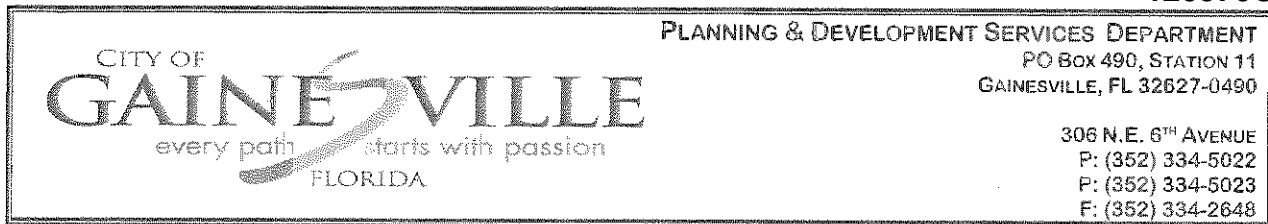
Principal Planner Onelia Lazzari, AICP, gave the staff presentation on this petition on December 12th. She explained that the petition includes: revisions to the Element's goals, objectives and policies; addition and deletion of maps in the Transportation Mobility Element Map Series; an updated Data & Analysis Report, and a new map, of the TMPA (Transportation Mobility Program Area). Ms. Lazzari reviewed some of the HB 7207 (Chapter Law 2011-139) requirements pertaining to the Element. She said that the proposed amendments to the Element are needed for consistency with State law and for internal consistency within the Comprehensive Plan.

Policies that reflect completed actions are being deleted, as are policies regarding discontinued programs. New and revised maps reflect changes in city limits and new requirements. The proposed new Level of Service (LOS) is for only for planning purposes rather than for transportation concurrency (which is now optional). The Concurrency Management Element and the TCEA (TCEAs are no longer included under State law) have been replaced with the proposed Transportation Mobility Program.

New policies include Complete Streets (to serve all users, including motorists, pedestrians, bicyclists, transit, and freight vehicles) and Context Sensitive Design.

<b>Motion By:</b> Erin Condon	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve Petition PB-12-132 CPA	<b>Upon Vote:</b> 6-0





**TO:** City Plan Board **Item Number: 11**

**FROM:** Planning & Development Services Department **DATE: December 3, 2012**  
Staff

**SUBJECT:** PB-12-133 CPA. City Plan Board. Amend the City of Gainesville  
Comprehensive Plan to delete the Concurrency Management Element for  
the Evaluation and Appraisal process.

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**Recommendation:**

Approve Petition PB-12-133 CPA.

**Discussion**

In 2011, the State legislature passed House Bill 7207 (Chapter Law 2011-139) which resulted in many changes to Florida's growth management laws. Some of the major changes in the legislation include: making transportation concurrency optional and striking all references to Transportation Concurrency Exception Areas (TCEAs) from state statutes.

The City must respond to these legislative changes as part of the Evaluation and Appraisal update of the Comprehensive Plan. The Evaluation and Appraisal update process amendments must be transmitted to the Department of Economic Opportunity by May 1, 2013. This petition is one of a group of amendments that will be transmitted together as the overall update of the Plan.

Earlier in 2012, staff provided alternatives to the City Plan Board and City Commission concerning transportation concurrency and the TCEA. The staff recommendation was to rescind transportation concurrency as part of the update of the Comprehensive Plan and replace the TCEA with a citywide mobility plan. Both the Plan Board and the City Commission supported this recommendation (see Legistar #120284).

One of the components of rescinding transportation concurrency and eliminating the TCEA involves deleting the Concurrency Management Element. This Element contains all of the references to the establishment of the TCEA and how it operates. In addition to the Goals, Objectives, and Policies in the Element, there are two maps (Transportation Concurrency Exception Area and NW 13<sup>th</sup> Street Special Concurrency Redevelopment Credit Area) that must also be deleted from the Comprehensive Plan.

Petition PB-12-133 CPA shows the entire Concurrency Management Element Goals, Objectives, and Policies as strike-through (see Exhibit A-1). Exhibit B-1 is the Transportation Concurrency

PB-12-133 CPA  
December 3, 2012

Exception Area map that is being deleted. And Exhibit B-2 is the NW 13<sup>th</sup> Street Special Concurrency Redevelopment Credit Area map that also is being deleted.

Related Petition PB-12-132 CPA is an update of the City's Transportation Mobility Element for the Evaluation and Appraisal process. The Transportation Mobility Element will contain the City's new Transportation Mobility Program (TMP) that will be adopted as part of the update of the Plan. The new TMP will largely be based on the principles established in the Concurrency Management Element that tied land use development and transportation planning together to support a multi-modal transportation system.

Respectfully submitted,



Onelia Lazzari, AICP  
Principal Planner

#### **List of Exhibits**

- Exhibit A-1: Concurrency Management Element Goals, Objectives, and Policies
- Exhibit B-1: Transportation Concurrency Exception Area Map
- Exhibit B-2: NW 13<sup>th</sup> Street Special Concurrency Redevelopment Credit Area Map
- Exhibit C-1: Petition Application

## Exhibit A-1: Concurrency Management Element Goals, Objectives, and Policies

### ~~GOAL 1 — ESTABLISH A TRANSPORTATION CONCURRENCY EXCEPTION AREA, WHICH 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 1.1 The City establishes the Gainesville Transportation Concurrency Exception Area (TCEA) with sub-areas designated Zone A, B, C, D, E and M as shown in Map 1.~~

#### Policies

- ~~1.1.1 All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI) proceeding under the state development of regional impact review process and annexed properties without City designated land use, shall be excepted from transportation concurrency for roadway level of service standards.~~
- ~~1.1.2 Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.~~
- ~~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.~~
- ~~e. 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.~~

- ~~1.1.5 Within Zones B, C, D, E or M new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards and requirements, as specified in Policy 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, and 1.1.14 (as relevant to the Zone), to address transportation needs within the TCEA. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer and any such items provided shall not count towards meeting required standards in Policy 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, and 1.1.14 (whichever is relevant to the Zone).~~
- ~~1.1.6 Within Zone B, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer may sign a development agreement or contract with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards off-site with the City's approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.~~

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

### **Zone B Standards**

- a. ~~Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.~~
- b. ~~Funding for the construction of a new or expanded bus maintenance/operations facility.~~
- c. ~~Construction of bus shelters built to City specifications or bus shelter lighting using solar technology designed and constructed to City specifications.~~
- d. ~~Construction of bus turn-out facilities.~~

- e. ~~Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.~~
- f. ~~Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including express transit service or bus rapid transit, where appropriate.~~
- g. ~~Construction of public sidewalks where they do not currently exist. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.~~
- h. ~~Widening of existing public sidewalks to increase pedestrian mobility and safety.~~
- i. ~~Deeding of land for the addition and construction of bicycle lanes, or construction of bicycle lanes to City specifications.~~
- j. ~~Provision of ride sharing or van pooling programs.~~
- k. ~~Use of joint driveways or cross access to reduce curb cuts.~~
- l. ~~Provision of park and ride facilities, built to RTS needs and specifications.~~
- m. ~~Funding of streetscaping/landscaping (including pedestrian scale lighting, where relevant) on public rights of way or medians, as coordinated with the implementation of the City's streetscaping plans.~~
- n. ~~Business operations that can be proved to have limited or no peak hour roadway impact.~~
- o. ~~Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.~~
- p. ~~Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.~~
- q. ~~In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage.~~

- ~~Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.~~
- ~~r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the greenway system; 4.) additional entry points to the greenway system; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate trail surfacing.~~
  - ~~s. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single-occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single-occupant vehicle trips.~~
  - ~~t. Clustering of and design of the development for maximum density, or maximum FAR, at the site which preserves open space, reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.~~
  - ~~u. Construction of new road facilities which provide alternate routes to reduce congestion.~~
  - ~~v. Addition of lanes on existing road facilities (including, but not limited to, the expansion of SR 121 north of US 441 to CR 231 to 4 lanes), where acceptable to the City and/or MTPD, as relevant.~~
  - ~~w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.~~
- ~~1.1.7 Within Zone C, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer may sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone C or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.~~

Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Less than 50	At least one standard
50 to less than 100	At least three standards
100 to 400	At least 4.5 standards
400 to 999	At least 7.5 standards
Greater than 1,000 trips but less than 5,000 trips	At least twelve standards
Greater than 5,000 trips	At least eighteen standards and meet a. or b. below: <ul style="list-style-type: none"> <li>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</li> <li>b. Provide funding for a new transit route or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of three years.</li> </ul>

### **Zone C Standards**

a. ~~Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:~~

- ~~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; and,~~
- ~~3. in areas where redevelopment occurs: extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity; and,~~
- ~~4. extension of SW 40th Place from SW 27th Street to SW 47<sup>th</sup> Avenue.~~

~~Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the~~



- developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.
- b. ~~Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.~~
  - e. ~~Construction of bus shelters built to City specifications.~~
  - d. ~~Bus shelter lighting using solar technology to City specifications.~~
  - e. ~~Construction of bus turn-out facilities to City specifications.~~
  - f. ~~Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or transit hubs or deeding of land for the addition and construction of bicycle lanes or trails.~~
  - g. ~~Payments to the Regional Transit System which either increase service frequency or add additional bus service, including express transit service and bus rapid transit, where appropriate.~~
  - h. ~~Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards. The priority for sidewalk construction shall be:
 
    - 1. ~~along SW 35th Place east from SW 34th Street to SW 23rd Street;~~
    - 2. ~~along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road to SW 34th Street;~~
    - 3. ~~along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit connectivity; and,~~
    - 4. ~~along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the University Towne Centre sidewalk system (at the property line).~~~~
  - i. ~~Use of joint driveways or cross-access connections to reduce curb cuts.~~

- ~~j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.~~
  - ~~k. Pedestrian-scale lighting in priority areas including:
 
    - ~~1. SW 35th Place;~~
    - ~~2. SW 37th/39th Blvd.;~~
    - ~~3. SW 23rd Terrace; and,~~
    - ~~4. Williston Road.~~~~
  - ~~l. Business operations that can be proven to have limited or no peak hour roadway impact.~~
  - ~~m. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.~~
  - ~~n. Provision of matching funds for transit or other transportation mobility related grants.~~
  - ~~o. 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.~~
  - ~~p. An innovative transportation related modification or standard submitted by the developer, where acceptable to and approved by the City.~~
  - ~~q. Funding for the construction of a new or expanded bus maintenance facility.~~
- ~~1.1.8 The City establishes the following priority for projects in Zone C and shall work 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. For developments east of SW 34th Street in Zone C the priority shall be:~~
- ~~a. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.~~
  - ~~b. A roundabout at SW 23rd Terrace and SW 35th Place.~~
  - ~~c. Funding for the construction of a new or expanded bus maintenance operations facility.~~

For developments west of SW 34th Street in Zone C the priority shall be:

- 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. Funding for the construction of a new or expanded bus maintenance operations facility.

1.1.9 Within Zone D, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone D or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Less than 50	At least 1.5 standards
50 to less than 100	At least four standards
100 to 400	At least six standards
400 to 999	At least ten standards
Greater than 1,000 trips but less than 5,000 trips	At least sixteen standards
Greater than 5,000 trips	<p>At least 24 standards and meet a. or b. below:</p> <ul style="list-style-type: none"> <li>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS</li> <li>b. Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</li> </ul>

### **Zone D Standards**

- a. ~~Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of the TCEA or Zone D that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:~~
1. ~~extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;~~
  2. ~~extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity~~
- ~~Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.~~
- b. ~~Construction of bus shelters built to City specifications.~~
- c. ~~Bus shelter lighting using solar technology to City specifications.~~
- d. ~~Construction of bus turn-out facilities to City specifications.~~
- e. ~~Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or transit hubs or deeding of land for the addition and construction of bicycle lanes or trails.~~
- f. ~~Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including Express Transit and Bus Rapid Transit, where appropriate.~~
- g. ~~Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.~~

- ~~h. Funding for the construction of a new or expanded bus maintenance/operations main facility.~~
  - ~~i. Business operations that can be proven to have limited or no peak hour roadway impact.~~
  - ~~j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.~~
  - ~~k. Provision of matching funds for transit or other transportation mobility related grants.~~
  - ~~l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.~~
  - ~~m. An innovative transportation related modification or standard submitted by the developer, where acceptable to and approved by the City.~~
- ~~1.1.10 The City establishes the following priority for projects in Zone D and shall work with the MTPPO to add these items to the MTPPO list of priorities. The City shall pursue matching grants and other funding sources to complete these projects.~~
- ~~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. Funding for the construction of a new or expanded bus maintenance/operations facility.~~
- ~~1.1.11 Within Zone E, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The developer shall sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone E or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.~~

Net, New Average Daily Trip Generation	Number of Standards Which Must Be Met
Less than 50	At least 1.5 standard
50 to less than 100	At least four standards
100 to 400	At least six standards
400 to 999	At least ten standards
Greater than 1,000 trips but less than 5,000 trips	At least sixteen standards
Greater than 5,000 trips	<p>At least 24 standards and meet a. or b. below:</p> <p>a. Be on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS.</p> <p>b. Provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years.</p>

### **Zone E Standards**

a. ~~Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects, and may include projects outside the limits of Zone E or the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:~~

- ~~1. widening of SR 121 to 4 lanes north of US 441 to CR 231;~~
- ~~2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;~~

~~Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of~~

~~meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.~~

- ~~b. Construction of bus shelters built to City specifications, where transit service is available.~~
- ~~c. Bus shelter lighting using solar technology to City specifications, where transit service is available.~~
- ~~d. Construction of bus turn-out facilities to City specifications, where transit service is available.~~
- ~~e. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or transit hubs or deeding of land for the addition and construction of bicycle lanes or trails.~~
- ~~f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service, including Express Transit and Bus Rapid Transit, where appropriate.~~
- ~~g. Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards.~~
- ~~h. Funding for the construction of a new or expanded bus maintenance/operations main facility.~~
- ~~i. Business operations that can be proven to have limited or no peak hour roadway impact.~~
- ~~j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.~~
- ~~k. Provision of matching funds for transit or other transportation mobility related grants.~~
- ~~l. Construction of Park and Ride facilities built to RTS standards and requirements for the area.~~

~~m. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.~~

~~1.1.12 The City establishes the following priority for projects in Zone E and shall work 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.~~

~~a. Widening of SR 121 to 4 lanes north of US 441 to CR 231.~~

~~b. Funding for the construction of a new or expanded bus maintenance/operations facility.~~

### **Zone M Standards**

~~1.1.13 Within Zone M, development or redevelopment shall be required to meet standards by making a proportionate share payment of the planned costs to fund mobility, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside the limits of Zone M (in adjacent areas) that can be demonstrated to be a direct benefit to the transportation system in the area of Zone M. The proportionate share shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities calculated as set forth in Sec. 30-37.3(d), Determining proportionate fair share obligation, subsections (1), (2) and (3), of the City Land Development Code. In addition to making the proportionate share payment, development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall either be located on an existing transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or shall provide funding for a new transit route with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS or provide funding to improve transit headways to minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for three years. The mobility needs in Zone M shall be identified in the City's 5-Year Schedule of Capital Improvements. The developer shall sign an agreement with the City of Gainesville for the provision of mobility needs. It shall be anticipated that the provision of all mobility needs in Zone M may span a 20 to 30 year time period. The following is a list of mobility needs/projects in Zone M:~~

~~a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. All road way projects shall include bicycle and pedestrian facilities. These projects include, but are not limited to the following projects:~~

~~1. extension of Hull Road consistent with MTPo Option M;~~



~~2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPD design; and,~~

~~3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity;~~

~~Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.~~

~~b. 8 articulated buses.~~

~~e. Funding for the construction of a new or expanded bus maintenance/operations facility.~~

~~d. Construction of 4 transit superstops on SW 20th Avenue built to City specifications.~~

~~e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.~~

~~f. Traffic management system equipment for transit vehicles operating in Zone M.~~

~~g. Payments to the Regional Transit System for the capital and operating costs associated with Route 62, which includes 2 new buses.~~

~~h. Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA requirements.~~

~~i. Business operations that can be proven to have limited or no peak hour roadway impact.~~

~~j. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.~~

~~k. Funding for express transit or bus rapid transit, where appropriate.~~

- ~~l. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.~~
- ~~m. Funding for two buses for Route 22.~~
- ~~1.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development outside of Zone M shall fund the capital transit costs associated with transit service needs for the city portion of the Context Area. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution toward the additional transit service enhancements needed to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies). The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TCEA standards in Zones B, C, or D. Within Zone M, the proportionate share calculation for standards shall include the additional costs associated with meeting the Context Area transit funding requirements in this policy.~~
- ~~1.1.15 Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, or 1.1.14, as relevant to the zone.~~
- ~~1.1.16 Within Zone B, C, D, E, or M, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, transit-oriented development (TOD) or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6, 1.1.7, 1.1.9, 1.1.11, and 1.1.13, as relevant.~~
- ~~1.1.17 An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.~~
- ~~a. The DRI is wholly located within the TCEA.~~
- ~~b. At least one public transit route serves the DRI and operates at 15-minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.~~

- ~~e. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.~~
  - ~~d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.~~
  - ~~e. Cross access connections or easements shall be provided to adjacent developments/sites.~~
  - ~~f. Any other transportation modifications (either on or off site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.~~
- ~~1.1.18 In order to promote highly desirable development within the TCEA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.~~
- ~~1.1.19 In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.~~
- ~~1.1.20 The City may require special traffic studies, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, within the TCEA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.~~
- ~~1.1.21 The next evaluation of the TCEA shall be in conjunction with the City's Evaluation and Appraisal Report as required for the City of Gainesville~~
- ~~1.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the Transportation Concurrency Exception Area.~~
- ~~1.1.23 Developments approved prior to the adoption of the TCEA shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan approval unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent~~

~~with current design standards or other adopted policies. Amendments to development plans made after the adoption of the TCEA shall be required to meet TCEA policies.~~

**~~Objective 1.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, specially regulate developments with 30 or more acres and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.~~**

#### Policies

~~1.2.1 The City shall not close or vacate streets except under the following conditions:~~

- ~~a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;~~
- ~~b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;~~
- ~~c. the loss of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;~~
- ~~d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.~~

~~1.2.2 The City shall ensure that new streets are designed for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of eul-de-sacs, where feasible.~~

~~1.2.3 The City shall require new residential developments, where feasible, to provide street or sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.~~

~~1.2.4 The City shall adopt the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas. As part of the updates to the Future Land Use Element and Transportation Mobility Element, the City shall develop policies that support and promote land use patterns for transit hubs, especially as related to activity centers.~~

- 1.2.5 ~~In order to encourage the redevelopment of properties within the TCEA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply for properties that are located within ¼ mile of the property lines of an existing or potential transit hub (as shown in the Existing & Potential Transit Hubs map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. A 25% trip credit shall apply to any redevelopment project or project that expands or converts a building to a new use. A 40% trip credit shall apply to mixed use projects that include both a residential and non-residential component. The residential component shall require that a minimum of 10 percent of the floor area of commercial/office uses be in the form of residential dwelling units.~~
- 1.2.6 ~~In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the City shall designate the NW 13th Street Special Concurrency Redevelopment Credit Area (as shown in the Concurrency Management Element (CME) map series) and provide additional redevelopment trip credits in this area. The City shall reduce the number of trips for which Policy 1.1.6 standards must be met by 30% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 45%.~~
- 1.2.7 ~~Within the TCEA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following in order to facilitate a reduction in vehicle miles traveled and energy efficient land use patterns:~~
- ~~a. A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units.~~
  - ~~b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.~~
  - ~~c. A residential unit credit may be received from off-site development that is within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.~~
  - ~~d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.~~
  - ~~e. In the case of residential land use, an amendment to PUD will be required to implement the mixed uses requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.~~

~~f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.~~

~~g. For infill parcels in Zones A, B or C that are surrounded by an area equal to the size of the development and that area is at least 75% developed with built uses that can provide a mix of residential and non-residential support needs and there are existing adequate and safe sidewalk connections to required non-residential or residential locations within ¼ mile of the development, there shall be an exemption to the mix of residential and non-residential uses required in a. above.~~

~~1.2.8 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.~~

**~~Objective 1.3 The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TCEA.~~**

**~~Policies~~**

~~1.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TCEA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TCEA which are listed in the annual level of service report produced by the North Central Florida Regional Planning Council. Within Zone C, the build to line may be modified on Archer Road, SW 34th Street, and Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Special Area Plan for Central Corridors, City Land Development Code. These design standards requirements shall not override design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development.~~

~~1.3.2 New development of automotive-oriented uses located within the TCEA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays and fueling (gas) pumps to the rear of buildings located on the site. These design standards shall not apply in industrial zoning districts. The number of fueling positions shall be regulated by TCEA policies.~~

**~~Objective 1.4 Automobile-oriented developments/uses including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and~~**

~~gasoline service stations shall be regulated as follows within the TCEA.~~

Policies

- ~~1.4.1 The City may establish pedestrian, transit, and bicycle-oriented areas, through a special area plan overlay zone adopted within the Land Development Code, which prohibit or further regulate automobile-oriented developments/uses beyond the standards set by the TCEA.~~
- ~~1.4.2 Special Area Plan overlay district regulations (such as the College Park Special Area Plan and the Traditional City) that prohibit and regulate automobile-oriented developments/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.~~
- ~~1.4.3 New development of surface parking lots as a principal use shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features which maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and transit use in the area.~~
- ~~1.4.4 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning, express mail services and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.~~

~~In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards for drive-through facilities shall be included:~~

- ~~a. maximization of pedestrian and bicycle safety and convenience;~~
- ~~b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;~~
- ~~c. provision of a by pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;~~
- ~~d. minimization of the visual impacts of the drive-through lanes on street frontage areas;~~
- ~~e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;~~

- ~~f. minimization of the number of access points to roadways;~~
- ~~g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;~~
- ~~h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,~~
- ~~i. meeting any additional design criteria established in the Land Development Code.~~

~~1.4.5 Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:~~

- ~~a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400-foot distance requirement shall not apply if any of the following criteria are met:
 
  - ~~1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.~~
  - ~~2. Cross access is provided with an adjoining property.~~
  - ~~3. A public or private road intervenes between the two sites.~~
  - ~~4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.~~~~



- b. ~~There shall be no credit for pass-by trips in association with the drive-through facility. Standards which must be met under Policy 1.1.6 shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.~~
- 1.4.6 ~~Unless otherwise prohibited or regulated by a Special Area Plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments regulated by a unified development plan consisting of three or more acres, having a minimum of 25,000 square feet of gross floor area, and providing centralized motorized vehicle access and a mix of at least three uses which may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments which meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle and transit features which facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.~~
- 1.4.7 ~~New development of drive-through facilities shall be permitted, by Special Use Permit, when part of a single, mixed-use building, having more than one business or use at the site, where the minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-through use at such sites shall be allowed. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage convenience, safety and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.~~
- 1.4.8 ~~On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed-use centers, or mixed-use buildings, as defined in this element. Drive-through facilities on this road segment shall meet the requirements of Policies 1.4.6 and 1.4.7.~~
- 1.4.9 ~~Within the TCEA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:~~

- a. ~~Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.~~
- b. ~~The number and width of driveways shall be minimized.~~
- e. ~~Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:~~
  - 1. ~~No limitation on fueling positions in the Industrial zoning categories;~~
  - 2. ~~Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;~~
  - 3. ~~Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:~~
    - a. ~~The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;~~
    - b. ~~Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;~~
    - c. ~~Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;~~
    - d. ~~The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to,~~

~~façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.~~

- ~~e. Cross access or joint driveway usage is provided to other adjacent developments.~~
- ~~f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:
 
  - ~~1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;~~
  - ~~2. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;~~
  - ~~3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;~~
  - ~~4. Off street parking shall be located to the side or rear of the building;~~
  - ~~5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.~~~~
- ~~4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.~~

~~1.4.10 Within the TCEA, development plans for the placement of new parking garages as a principal or accessory use shall address:~~

- ~~a. minimizing conflict with pedestrian and bicycle travel routes;~~

- ~~b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;~~
- ~~e. being located and designed to discourage vehicle access through residential streets;~~
- ~~d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.~~

**~~Objective 1.5 In order to enhance the visual characteristics of roadways and create an appealing environment which supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TCEA.~~**

#### Policies

- ~~1.5.1 The November 1998 Gateway Corridor Design Concept Plan shall be used as the basis for all landscape plans to be prepared for the right-of ways and medians of all regulated roadways within the TCEA.~~
- ~~1.5.2 The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.~~
- ~~1.5.3 The priority for landscaping of roadway right-of ways and/or medians shall be within Zone A of the TCEA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.~~
- ~~1.5.4 The City shall include right-of way and median landscaping as part of any major roadway modification program.~~
- ~~1.5.5 New development within Zone B, C, D, E or M shall be required to plant minimum 65-gallon sized trees, 18 feet tall and 3.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. Within Zones C, D, E, and M the 65-gallon tree landscaping requirement shall apply to all public or private streets. If 65-gallon or equivalent trees are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zones B, C, D, E and M shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more~~

~~of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right of way, if approved by the City. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TCEA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to-line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.~~

**~~Objective 1.6 The City shall adopt the following policies to regulate parking within the TCEA.~~**

~~Policies~~

- ~~1.6.1 Within the TCEA, parking in excess of the minimum required by the Land Development Code shall not be allowed.~~
- ~~1.6.2 Within the TCEA, developments may apply for a parking reduction based on criteria in the Land Development Code.~~

**~~Objective 1.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.~~**

~~Policies~~

- ~~1.7.1 In cooperation with the MTPO, the City shall encourage that all designs for new roadways and redesigns of existing roadways include consideration of features to improve multi-modal transportation, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right of ways, and traffic calming mechanisms.~~
- ~~1.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or "Physically Constrained" facilities where alternatives to road widening are the primary strategy for roadway congestion.~~

**~~Objective 1.8 The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.~~**

## Policies

- 1.8.1 ~~For developments generating more than 100 net, new average daily trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TCEA that generate more than 1,000 net, new average daily trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any standards proposed/required to be met under Policies 1.1.6, 1.1.7, 1.1.9, 1.1.11 and 1.1.13. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing. The City shall require large developments that trip the State DRI threshold to address their regional impacts on facilities.~~
- 1.8.2 ~~The City shall cooperate with Alachua County in the establishment of a joint TCEA for areas bordering the City's TCEA as long as the policies within the County's portion of the TCEA are the same or substantially similar to the City's.~~
- 1.8.3 ~~After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of approved development within the TCEA on County-maintained roads and share the information with Alachua County.~~

**~~Objective 1.9 The City shall coordinate on an ongoing basis with the Florida Department of Transportation (FDOT) concerning the TCEA.~~**

## Policies

- 1.9.1 ~~For all developments accessing State roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on State roads.~~
- 1.9.2 ~~After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of developments in the TCEA on the Florida Intrastate Highway System and share that information with the Florida Department of Transportation.~~

**~~Objective 1.10 The City shall continue to enforce transportation concurrency requirements for all developments not regulated by the TCEA policies in this element.~~**

## Policies

- 1.10.1 ~~For development not regulated by the TCEA and under City land use designation, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:~~

- ~~a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued~~
  - ~~b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:
 
    - ~~1. The estimated date of commencement of actual construction and the estimated date of project completion.~~
    - ~~2. A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Five Year Schedule of Capital Improvements.~~~~
  - ~~c. The necessary facilities and services to serve the new development, at the adopted level of service standard, are transportation projects included in the first three years of the applicable adopted FDOT five-year work program.~~
  - ~~d. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy~~
  - ~~e. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy. The development may meet any of the requirements in Policy 1.10.1 by making a payment and contracting with the City in an enforceable agreement for the provision of the facilities or services.~~
- ~~1.10.2 For developments not regulated by the TCEA and under City land use designation, a proposed urban redevelopment project located within the City's existing service area as shown on the Future Land Use Map series, shall be traffic concurrency exempt for roadway level of service standards for up to 110 percent of the transportation impact~~

~~generated by the previously existing development. A previously existing development shall be defined as the actual previous built use which was occupied and active within the last five years prior to application for development plan review. The transportation concurrency exemptions granted under this policy shall not relieve development from providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and 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. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.~~

- ~~1.10.3 For developments not regulated by the TCEA and under City land use designation, for the purpose of issuing a final development order, a proposed development shall be defined as having a de minimis impact (as defined by section 163.3180, Florida Statutes), and be exempt from transportation concurrency for roadway level of service standards as follows:~~
- ~~a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.~~
  - ~~b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 110 percent of the maximum volume at the adopted level of service of the roadway segment.~~
  - ~~c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.~~
  - ~~d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and 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. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.~~



# CONCURRENCY MANAGEMENT ELEMENT MAP SERIES

Transportation Concurrency  
Exception Area

## Legend

Transportation Concurrency  
Exception Area Sub-Zones

- Zone A
- Zone B
- Zone C
- Zone D
- Zone E
- Zone M

Gainesville City Limits

### City of Gainesville Gainesville, Florida

Prepared by the Planning and  
Development Services Department  
April 2011



Revised 11/22/04, Ord 030756  
 Revised 11/15/05, Ord 031252  
 Revised 12/17/09, Ord 090185  
 Revised 01/05/12, Ord 110263

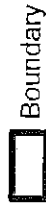


# NW 13TH STREET SPECIAL CONCURRENCY REDEVELOPMENT CREDIT AREA

Gainesville, Florida

## Legend

NW 13th Street Special  
Concurrency Redevelopment  
Credit Area

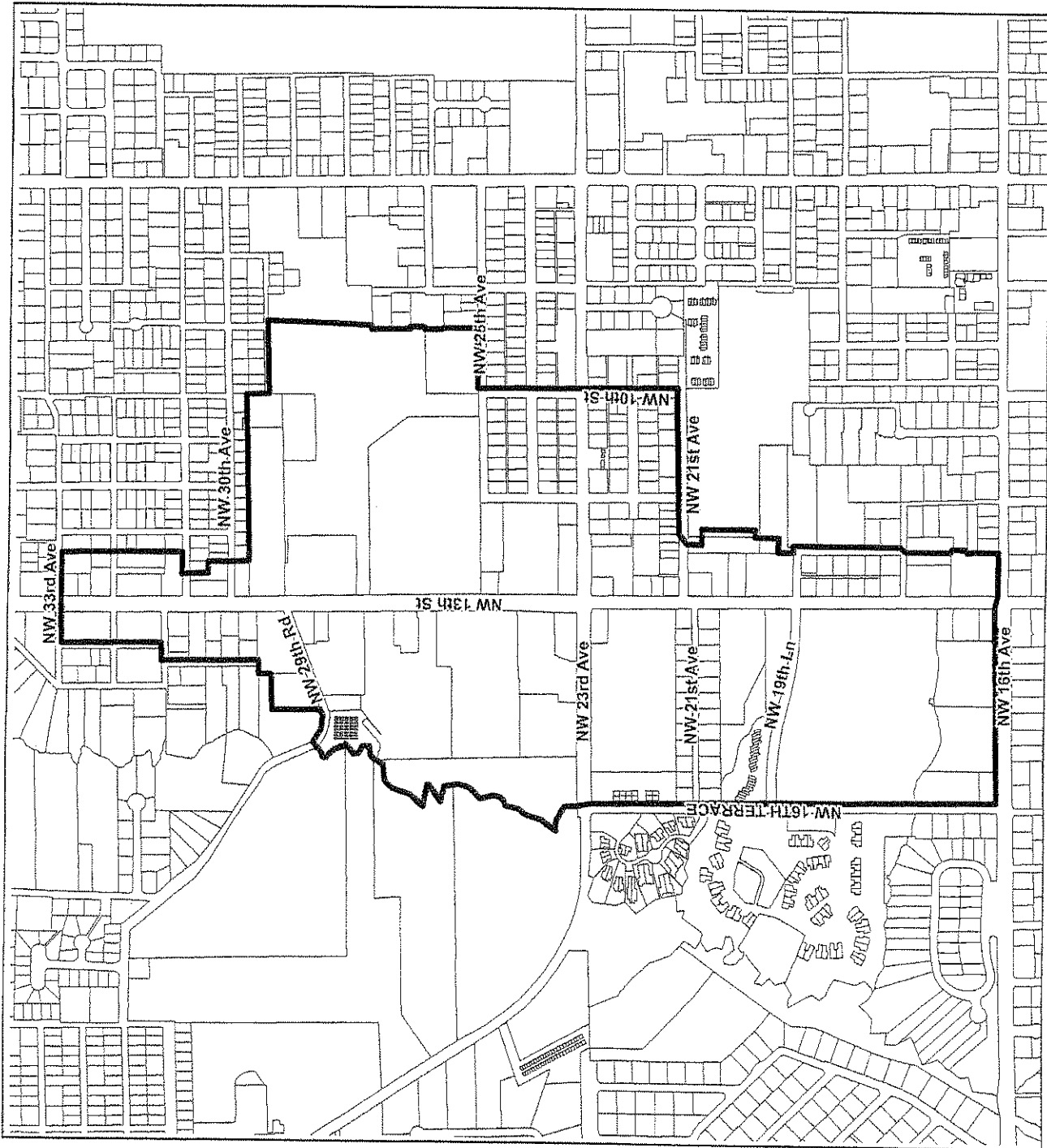


Boundary

### City of Gainesville Gainesville, Florida

Prepared by the  
Dept of Community Development  
November, 2005

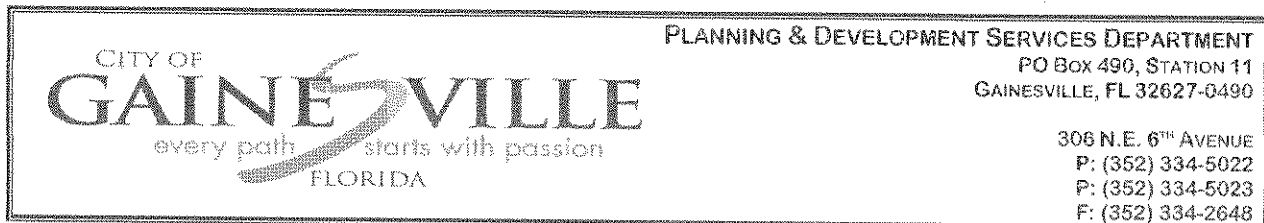
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**Petition PB-12-133 CPA.** City Plan Board. Amend the City of Gainesville Comprehensive Plan to delete the Concurrency Management Element for the Evaluation and Appraisal process.

Principal Planner Onelia Lazzari, AICP, gave the staff presentation on this petition on December 12<sup>th</sup>. She said that both the Plan Board and the City Commission supported staff's recommendation in the Evaluation and Appraisal update to rescind transportation concurrency (a component of which is deletion of the Concurrency Management Element) and replace it with a transportation mobility program. As explained previously, the new Transportation Mobility Program will be placed in the Transportation Mobility Element.

<b>Motion By:</b> Amisha Sharma	<b>Seconded By:</b> Erin Condon
<b>Moved To:</b> Approve Petition PB-12-133 CPA	<b>Upon Vote:</b> 6-0



**TO:** City Plan Board **Item Number: 6**

**FROM:** Planning & Development Services Department **DATE: Sept. 27, 2012**  
Staff **Revised: Oct. 9, 2012**

**SUBJECT:** Petition PB-12-98 CPA, City Plan Board. Update the City of Gainesville Comprehensive Plan Housing Element.

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### Recommendation

Staff recommends approval of the updated Housing Element for inclusion in the Gainesville Comprehensive Plan as part of the Evaluation and Appraisal process.

### Description

This petition is part of the update of the City of Gainesville Comprehensive Plan for the Evaluation and Appraisal process. Through the policies and regulations proposed in the Housing Element, the City is endeavoring to provide safe, decent, affordable housing in an efficient manner to serve the residents. The City must ensure that residential land will be available to accommodate the existing households as well as new households created with future population growth.

The update of the Housing Element is needed for compliance with statutory changes enacted in 2011 by House Bill 7207 (Chapter Law 2011-139). The proposed, revised Housing Element includes goals, objectives and policies that reflect these changes as well as the changes that are the result of the old Evaluation and Appraisal Report (EAR) process. Proposed changes to the Housing Element include new language that will reflect consistency with the statutory changes of Chapter Law 2011-139, including the addition of the word "affordable" to an applicable goal and policy; and language to reflect updated data and current programs. Other proposed changes include the deletion of policies that are no longer applicable to the City's housing efforts.

Updated maps in the Housing Element Data and Analysis Report are also needed. The updated maps reflect current city limits and updated and/or additional information.

The proposed amendments to the Goals, Objectives, and Policies of the Housing Element are attached, as Appendix A. Additions to the text are underlined and deletions are shown with a strike-through line.

See Appendix B for the proposed updated Data and Analysis Report and associated maps and tables.

Appendix C contains the Comprehensive Plan Amendment application.

## **Modification of Existing Policies**

Overall Goal

Goal 1

Policy 1.1.3

Policy 1.2.1

Policy 1.2.4

Policy 1.2.5

Policy 1.3.1

Objective 1.4

Policy 2.1.1

Policy 3.1.1

Policy 3.1.4

Policy 3.1.6

Policy 3.1.7

Policy 3.1.8

Policy 3.1.9

Policy 3.1.11

Objective 3.2

Policy 3.2.2

Objective 3.3

Policy 3.3.1

Policy 3.3.2

Policy 3.5.2 (Renumber to Policy 3.5.1)

## **Deleted Policies**

Policy 1.4.4

Policy 1.5.1 (Renumber Policy 1.5.2 to 1.5.1)

Policy 3.5.1 (Renumber Policy 3.5.2 to 3.5.1)

Amendments to the goals, objectives and policies include a revised Overall Goal that adds language consistent with Chapter Law 2011-139. Goal 1 is amended to indicate that the City will continue to assist housing sectors in providing affordable housing for lower income households. Policy 1.1.3 deletes reference to Cedar Grove II which is completed, and adds a reference to scattered site lots where the City will continue to provide affordable single-family residential units. Policy 1.2.1 updates the name of the City departments that are referenced. Policy 1.2.4 is amended to indicate the City will continue to have zero lot line and cluster subdivision options that could serve as incentives for lower income housing. Policy 1.2.5 replaces the term “low-income” with “affordable.” Policy 1.3.1 updates the date to reflect the upcoming comprehensive plan planning period. Objective 1.4 deletes reference to a specific number of units to rehabilitate by a certain time. Policy 1.4.4 is shown to be deleted, as well as Policy 1.5.1 which references the Traditional Neighborhood Development District (TND), which may be deleted with the new form-based code provisions that are currently being drafted. Policy 2.1.1 is amended to reference the section of the Code of Ordinances that governs equal opportunity for people to attain the housing of their choice. Policy 3.1.1 and Policy 3.1.4 delete

reference to the Neighborhood Planning Program and state that the City will work with neighborhoods on housing issues, neighborhood stability, infrastructure and neighborhood character including historic resources. Policy 3.1.6 is revised to change the reference from the "Housing Division" to, "Housing and Community Development Division." Also, the term "moderate" was deleted from the policy because moderate-income families do not qualify. Policy 3.1.7 is revised to update the reference to the "Central Florida Community Action Agency," and add "low-income and extremely low-income," to the policy. Policy 3.1.8 updates the reference to the City of Gainesville Comprehensive Plan and the new date to reflect the upcoming planning period. Policy 3.1.9 is updated with additional income categories while Policy 3.1.11 is amended to indicate that the City shall allow Heritage Overlay Districts for neighborhood stabilization.

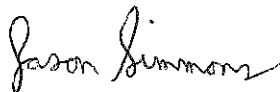
Objective 3.2 deletes reference to a specific number of households to assist annually with maintenance and repairs of owner-occupied units. Policy 3.2.2 removes reference to revolving loan funds and reference to a specific number of households to assist. Objective 3.3 also deletes reference to a specific number of households to assist annually with locating and affording existing low-cost rental and owner-occupied housing. Policy 3.3.1 updates the reference to the "Housing and Community Development Division," while Policy 3.3.2 adds "moderate-income" to the policy because the Purchase Assistance Program includes moderate-income homebuyers. Policy 3.5.1 is deleted because the City eliminated the program and the University of Florida did not implement one. Finally, Policy 3.5.2 is revised to be renumbered and will indicate that the City shall continue to implement recommendations on increasing desirability of owner-occupancy in the University Context Area.

Respectfully submitted,



Onelia Lazzari  
Principal Planner

Prepared by:



Jason Simmons  
Planner

## List of Appendices

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### Appendix C Comprehensive Plan Amendment Application

## Appendix A

### HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

**OVERALL GOAL: MAKE AVAILABLE CONDITIONS THAT ENCOURAGE A SUFFICIENT SUPPLY OF ADEQUATE, DECENT, SAFE, SANITARY, HEALTHY AND COST-EFFECTIVE AFFORDABLE RENTAL AND OWNER-OCCUPIED HOUSING FOR ALL INCOME GROUPS WITHIN THE CURRENT AND FUTURE POPULATION.**

#### GOAL 1

**CONTINUE TO ASSIST THE PRIVATE AND NON-PROFIT HOUSING SECTOR IN PROVIDING HOUSING FOR LOW-INCOME, VERY LOW-INCOME AND EXTREMELY LOW-INCOME HOUSEHOLDS BY THE YEAR 2010.**

**Objective 1.1 Provide technical assistance and information on available city-owned parcels for low-income, very low-income and extremely low-income housing developments to private or non-profit housing providers who request housing assistance.**

**Policy 1.1.1** The City shall continue to develop a working relationship or partnership with the private sector by disseminating information in the form of brochures annually on new housing techniques involving innovative ways to save energy and water, utilize alternative building materials, better protect indoor air quality and encourage cost-effective construction techniques. Brochures on codes and grants available to facilitate the production of affordable housing for low-income, very low-income and extremely low-income residents will also be made available.

**Policy 1.1.2** The City shall provide available city-owned parcels to private and non-profit housing developers for the development of affordable housing for low-income, very low-income and extremely low-income households.

**Policy 1.1.3** The City shall continue to develop the existing eCity-owned ~~Cedar Grove II Subdivision~~ scattered site lots with affordable single-family residential units.

**Policy 1.1.4** The City shall review and evaluate zoning and other regulations that pertain to housing to insure that requirements continue to be reasonable and do not unduly limit opportunities for lower income groups to secure housing in desirable locations.

**Policy 1.1.5** The University of Florida (UF) and the private sector shall be responsible for providing housing for college students.

**Policy 1.1.6** Housing programs and projects, where feasible, shall be coordinated with Alachua County, the Housing Authorities and any other groups involved in providing affordable housing.



**Policy 1.1.7** Lobby the State Legislature for broad based sources of recurring revenue to provide funds to pay for the construction of new housing units for low-income, very low-income and extremely low-income households.

**Policy 1.1.8** The City shall continue to implement the Fast Track permitting process, which can reduce the time that applications for new residential, residential additions and residential interior remodeling spend in the review process.

**Objective 1.2 Provide a variety of housing types and densities for low- income, very low-income, extremely low-income and moderate-income people.**

**Policy 1.2.1** The ~~Department of Community Development~~ Housing and Community Development Division and Planning and Development Services Department through the First Step Program shall continue to assist private and non-profit housing developers in identifying sites for low-income, very low-income and extremely low-income housing and manufactured housing.

**Policy 1.2.2** The City shall allow mobile home parks in areas designated Residential-Low on the Future Land Use Map.

**Policy 1.2.3** The City shall allow manufactured housing built to the Standard Building Code in residential areas as designated on the Future Land Use Map.

**Policy 1.2.4** The City shall ~~implement and promote~~ continue to provide the opportunity for zero lot line and cluster subdivisions as incentives for low-income, very low-income and extremely low-income housing.

**Policy 1.2.5** The City shall support the dispersal of low-income, very low-income and extremely low-income housing units throughout the City by providing housing densities throughout the City that will allow low-income, very low-income and extremely low-income housing to be provided by the private sector. The City shall use Community Development Block Grant Funds and Section 8 Programs, the Home Investment Partnerships Grant (HOME) and State Housing Initiative Program (S.H.I.P.), as well as not-for-profit organizations in the State, to support the dispersal of ~~low-income~~ affordable housing units throughout the City.

**Policy 1.2.6** The City shall coordinate with Alachua County on the development of a countywide “fair share” housing ordinance for the dispersal of affordable housing units

**Objective 1.3 The City shall allocate sufficient acreage in appropriate locations to meet the housing needs of the City’s residents.**

**Policy 1.3.1** The Land Use Element shall designate land for residential use to meet the existing and projected future housing needs through the year ~~2010~~ 2023, including low-

income, very low-income and extremely low-income and moderate-income housing and mobile homes.

**Objective 1.4** The City shall work with private homeowners and landlords to rehabilitate ~~864~~ substandard housing units and to demolish ~~all~~ dilapidated housing units by the year ~~2010~~ to ensure that all housing units within the City meet the City's Minimum Housing Code.

**Policy 1.4.1** The City shall continue to enforce the Minimum Housing Code by working with private homeowners and landlords to rehabilitate substandard units and to deconstruct or demolish dilapidated units until all housing units are brought up to code.

**Policy 1.4.2** The City shall continue to inspect dangerous buildings, regardless of location, to ensure that all housing units within the City meet the City's Minimum Housing Code.

**Policy 1.4.3** The City shall spend Community Development Block Grant (CDBG) and HOME funds in accordance with an adopted multi-year plan (the Consolidated Plan).

~~**Policy 1.4.4** By 2005, the City shall conduct a housing conditions survey of all rental housing units within the University Context Area.~~

**Objective 1.5** The City shall work with architects, designers and other housing professionals (providers) to encourage the innovative design of affordable housing.

~~**Policy 1.5.1** By 2001, the Traditional Neighborhood Development District (TND) will offer opportunities for innovative and creative design for all development within the district, including affordable housing.~~

**Policy 1.5.1.2** The City shall continue to seek innovative ways to encourage affordable housing which could include use of alternative building materials, reduced lot size requirements, design competitions for affordable housing and a design advisory committee to advise housing providers on the development of affordable housing designs.

## GOAL 2

**PROVIDE ALL RESIDENTS OF THE CITY OF GAINESVILLE WITH A FAIR HOUSING OPPORTUNITY.**

**Objective 2.1** Provide fair housing opportunities for all residents of Gainesville, regardless of race, religion, sex, age, handicap, family status or national origin.

**Policy 2.1.1** The City shall continue to implement the provisions of the City of Gainesville Area Fair Housing Study Code of Ordinances, Chapter 8, Article V, Fair Housing, which governs the equal opportunity for people to attain the housing of their choice.

**Objective 2.2** Provide sufficient opportunity for the siting of group homes, foster care facilities, shelters for the homeless and elderly housing.

**Policy 2.2.1** The City shall continue to comply with the State Department of Children and Families regulations concerning the provision of information on requirements and procedures for siting group homes and foster care facilities.

**Policy 2.2.2** The City shall continue to allow foster family homes for children and adults, adult day care homes and family day care homes in all residential districts.

**Policy 2.2.3** Realizing the need for appropriate sites in dispersed locations for group home facilities, the City shall continue to provide siting guidelines and requirements that are consistent with the site selection provisions of s.419.001, F.S. for units licensed by the Florida Department of Children and Families. Such guidelines ensure adequate dispersal throughout the community.

**Policy 2.2.4** The City shall continue to have Land Development Regulations that designate areas throughout the City where housing for the homeless will be allowed. Some criteria for such designations include proximity to public transportation routes, social service agencies, employment centers and medical services, and potential impact on existing and future neighborhoods and businesses.

**Policy 2.2.5** The City shall continue to examine methods to mitigate the special needs of the homeless including living arrangements for homeless families with children, transitional housing for the employed homeless including single-room occupancy (SRO) facilities, and low demand or “safe space” shelters (safe, alternative locations for the homeless that are separate from emergency shelter facilities and that provide weather protection, security, bathroom and shower facilities, lockers, telephones and locations that are within walking distance of social service facilities).

**Policy 2.2.6** The City shall encourage the development of elderly housing near activity centers and bus routes by providing sufficient siting opportunities that allow congregate living facilities in multi-family areas near bus routes and activity centers.

### GOAL 3

**THE CITY WITH THE ASSISTANCE OF PRIVATE AND NON-PROFIT ORGANIZATIONS SHALL MAINTAIN SOUND VIABLE NEIGHBORHOODS AND REVITALIZE THOSE THAT HAVE SUFFERED DISREPAIR AND NEGLECT.**

**Objective 3.1 The City shall continue to establish housing programs to implement the goals, objectives and policies of the Housing Element.**

**Policy 3.1.1** The City shall ~~use the Neighborhood Planning Program~~ continue to work with neighborhoods on housing issues.

**Policy 3.1.2** The City shall maintain and rehabilitate publicly owned infrastructure and facilities in older neighborhoods in order to prevent neighborhood decline.

**Policy 3.1.3** The Historic Preservation Program shall continue to identify historically significant housing and promote the conservation and restoration of housing that has special historic, architectural or aesthetic values.

**Policy 3.1.4** The ~~Neighborhood Planning Program~~ City shall help neighborhoods develop plans that address neighborhood stability, housing, safety, infrastructure, and character including historic resources.

**Policy 3.1.5** The City shall facilitate communication and dialogue with neighborhood groups regarding proposed developments in and around their neighborhoods.

**Policy 3.1.6** Local non-profit agencies, such as the Neighborhood Housing and Development Corporation (NHDC), that work to preserve and rehabilitate neighborhood housing stock shall complement the City Housing and Community Development Division as the major entity in preventing the decline of extremely low, very low, and low ~~and moderate~~-income neighborhoods.

**Policy 3.1.7** The City shall continue to coordinate with and fund the efforts of non-profit agencies, such as the Neighborhood Housing and Development Corporation and the Central Florida Community Action Agency (CFCAA), to provide assistance for housing conservation and rehabilitation in low-income, very low-income and extremely low-income redevelopment areas of the City.

**Policy 3.1.8** The City shall update the Data and Analysis section of the Housing Element for the 2000-2010 City of Gainesville Comprehensive Plan no later than 18 months after publication of the ~~2000~~ 2010 census housing data.

**Policy 3.1.9** Realizing the connection between economic stability and the preservation of affordable housing, the City, through technical assistance and loan programs for economic development, shall continue to provide economic development assistance to low-income, very low-income and extremely low-income areas in order to create and retain jobs and to enhance and preserve surrounding

neighborhoods.

**Policy 3.1.10** The City shall study the feasibility of an in-town housing program that would utilize pre-approved housing designs that are appropriate for specific locations where affordable housing should be encouraged. The approved plans and associated building permits would be fully processed and made available to builders who want to use them, to reduce costs and delays.

**Policy 3.1.11** The City shall ~~create heritage, conservation or other appropriate overlay districts,~~ allow Heritage Overlay Districts, as needed, for neighborhood stabilization.

**Objective 3.2** ~~Assist 100 low-income, very low-income and extremely low-income households each year with the maintenance and repairs of owner-occupied units.~~

**Policy 3.2.1** The City shall continue to make available to all residents, especially low-income, very low-income and extremely low-income households, a do-it-yourself manual on routine home repairs, maintenance and yard care.

**Policy 3.2.2** The City shall designate CDBG funds or other funds for homeowner rehabilitation grants ~~or revolving loan funds~~ to assist ~~100~~ low-income, very low-income and extremely low-income households.

**Objective 3.3** ~~Assist 75 low-income, very low-income, extremely low-income and moderate-income households each year in locating and affording existing low-cost rental and owner-occupied housing.~~

**Policy 3.3.1** The City Housing and Community Development Division shall continue to act as a housing information and referral service for first-time homebuyers and renters.

**Policy 3.3.2** The City shall seek funds from both the State and Federal government in order to provide financial assistance to first time moderate-income, low-income, very low-income and extremely low-income homebuyers.

**Objective 3.4** ~~The City shall assist all residents displaced by redevelopment activities involving Federal, State or local government funds.~~

**Policy 3.4.1** The City shall assist all displaced persons by complying with regulations stated in the Uniform Relocation Act and the City of Gainesville Local Relocation Policy and Procedures.

**Objective 3.5** ~~The City shall develop strategies to increase the level of owner-occupancy in the University Context Area.~~

~~**Policy 3.5.1** The City shall coordinate with the University of Florida to explore the possibility of developing an owner occupancy incentive program to encourage employees and faculty to purchase homes in the University Context Area.~~

**Policy 3.5.1 2** The City through its Community Development Committee shall ~~develop~~ continue to implement recommendations on increasing the desirability of owner-occupancy in the University Context Area.

#### GOAL 4

#### ENSURE HOUSING DEVELOPMENT DOES NOT NEGATIVELY AFFECT THE GAINESVILLE ENVIRONMENT.

**Objective 4.1** The City shall continue to have Land Development Regulations which ensure that new housing developments preserve on-site environmental features and conserve environmental resources.

**Policy 4.1.1** The City shall encourage infill housing and cluster subdivisions in order to protect environmentally sensitive lands and to promote energy conservation.

**Policy 4.1.2** The City shall continue to have Land Development Regulations that guide the siting, building orientation and landscaping of new housing developments to promote energy and water conservation, ensure compatibility with the surrounding area, minimize impacts on the environment, and enhance visual appeal.

## **Appendix B – Data and Analysis Addendum to the Housing Element**

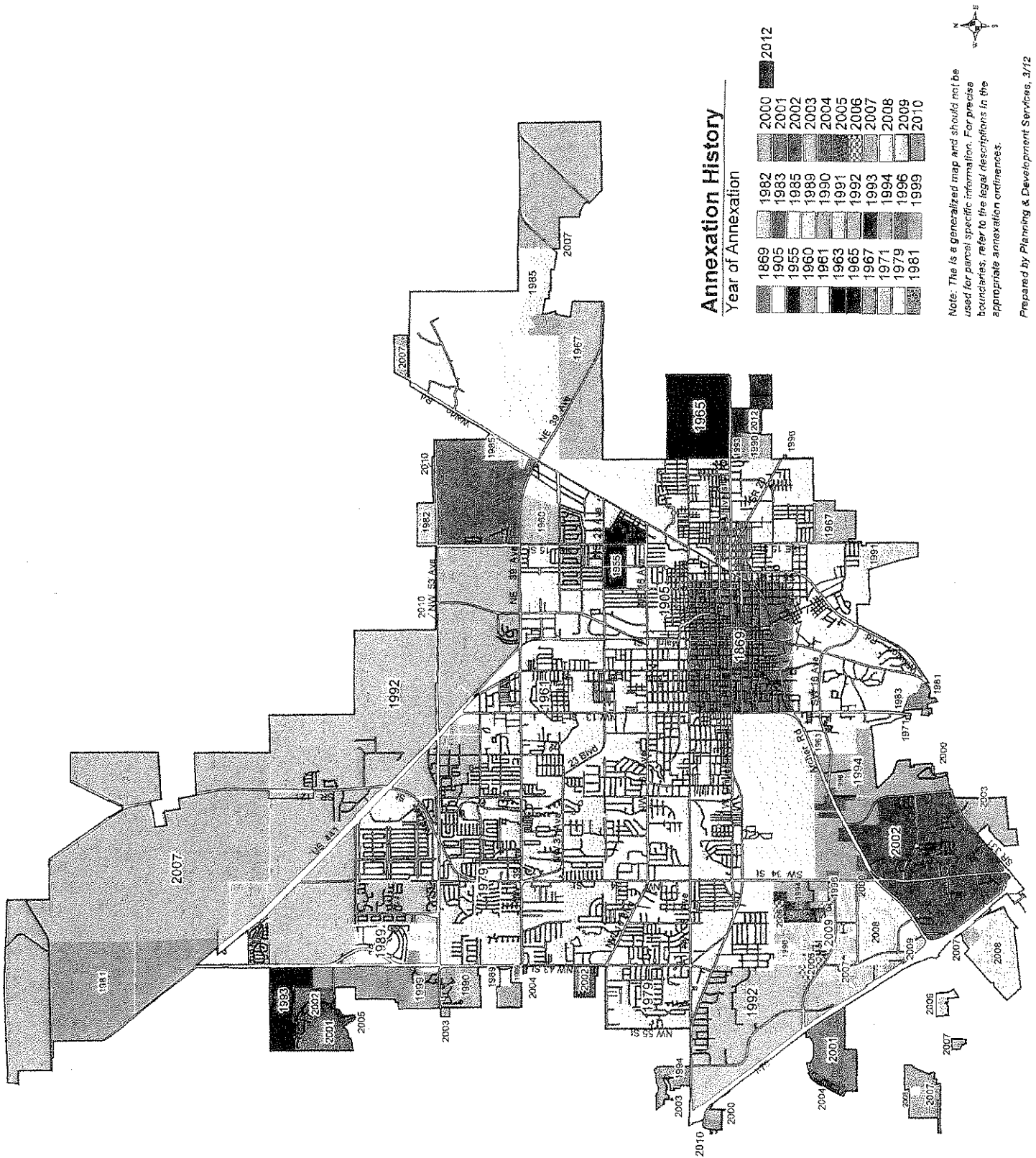
Housing, in addition to food and clothing, represents one of the three basic needs required for human survival. Housing does more than just shelter us from the elements; it provides us with a place of comfort and promotes our sense of well-being. Unfortunately, many City residents are unable to obtain safe and adequate housing due to high housing costs, low incomes and special needs. In fact, housing cost usually represents the largest single expense for most households. Others must live in such substandard housing conditions that their shelter is considered uninhabitable by today's housing standards. For these reasons and others, the City of Gainesville must determine what kind of housing exists, who lives here, and whose housing needs are not being met. The City must not only consider the needs of its existing population but its future population as well. The City must ensure that residential land will be available to accommodate these new households and that existing households will be adequately housed.

The City of Gainesville's Housing Element will analyze these issues and recommend programs and strategies to address them. The purpose of this Housing Element is to identify existing and future housing needs of the City and provide solutions through the goals, objectives and policies. The update of the Housing Element is needed for compliance with statutory changes enacted in 2011 by Chapter Law 2011-139, and address issues raised during the old Evaluation and Appraisal Report (EAR) process.

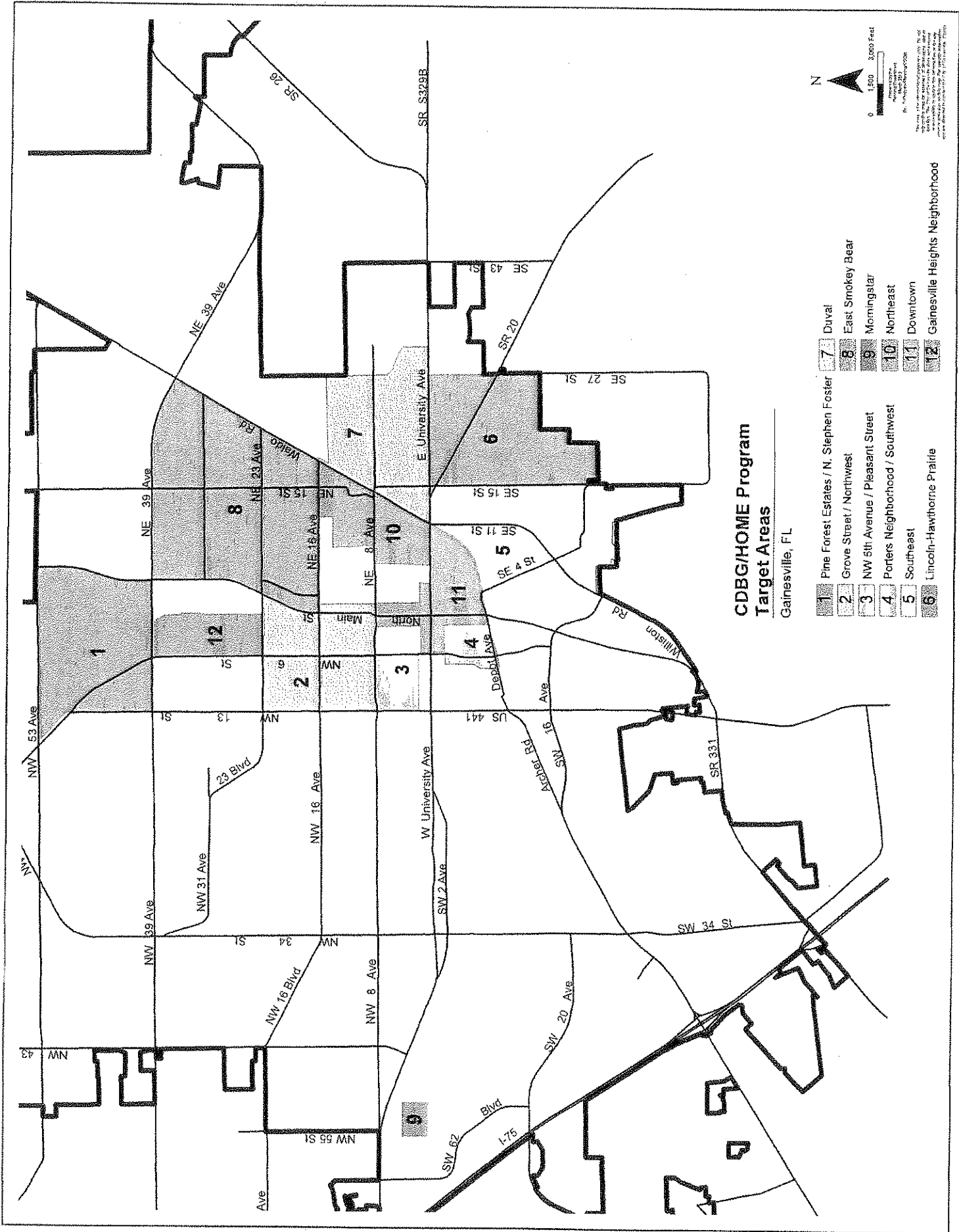
One key issue affecting the data and the eventual analysis of this data is the University of Florida (UF). This Element does not include the housing units on the UF campus. The University of Florida Campus Master Plan includes documentation about on-campus housing.

These housing units were omitted in order to give an accurate account of the housing units, which are under the jurisdiction of the City of Gainesville. The University and the State of Florida are responsible for planning all aspects of the provision of on-campus housing. In all instances, the elimination of these housing units from the data is noted in the corresponding data tables. The affordable housing needs assessment that was prepared by the Shimberg Center for Affordable Housing at UF subtracts institutional populations from total population estimates before the Affordable Housing Needs Assessment (AHNA) projections of permanent population are made. The projections of institutional populations are made separately and these populations are added back to the permanent population projections to produce a final population total. Because a certain portion of the institutional population is considered a household-forming population, the off-campus portion of the UF headcount is added back to the permanent population (by age) and the total is used to project households.

# MAP 1: Annexation History



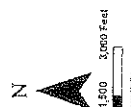




**CDBG/HOME Program  
Target Areas**

Gainesville, FL

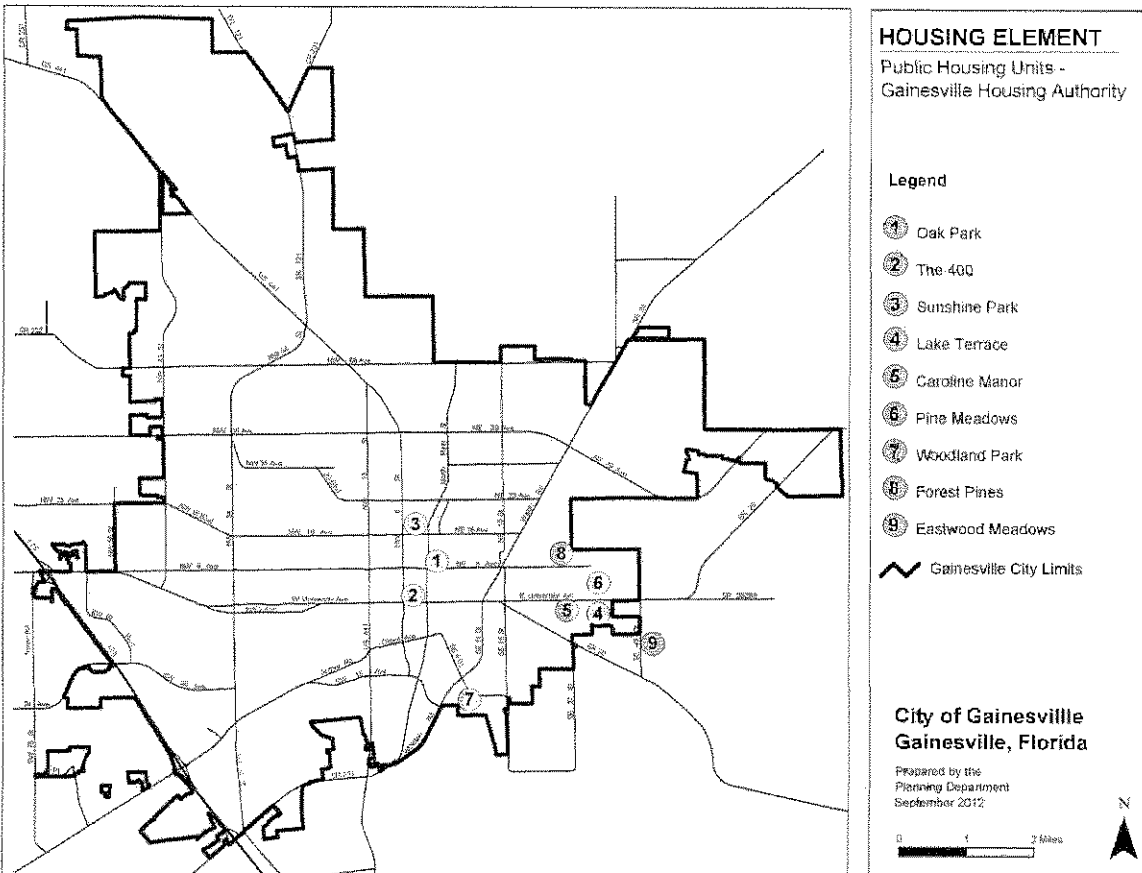
- 1 Pine Forest Estates / N. Stephen Foster
- 2 Grove Street / Northwest
- 3 NW 5th Avenue / Pleasant Street
- 4 Porters Neighborhood / Southwest
- 5 Southeast
- 6 Lincoln-Hawthorne Prairie
- 7 Duval
- 8 East Smokey Bear
- 9 Morningslar
- 10 Northeast
- 11 Downtown
- 12 Gainesville Heights Neighborhood



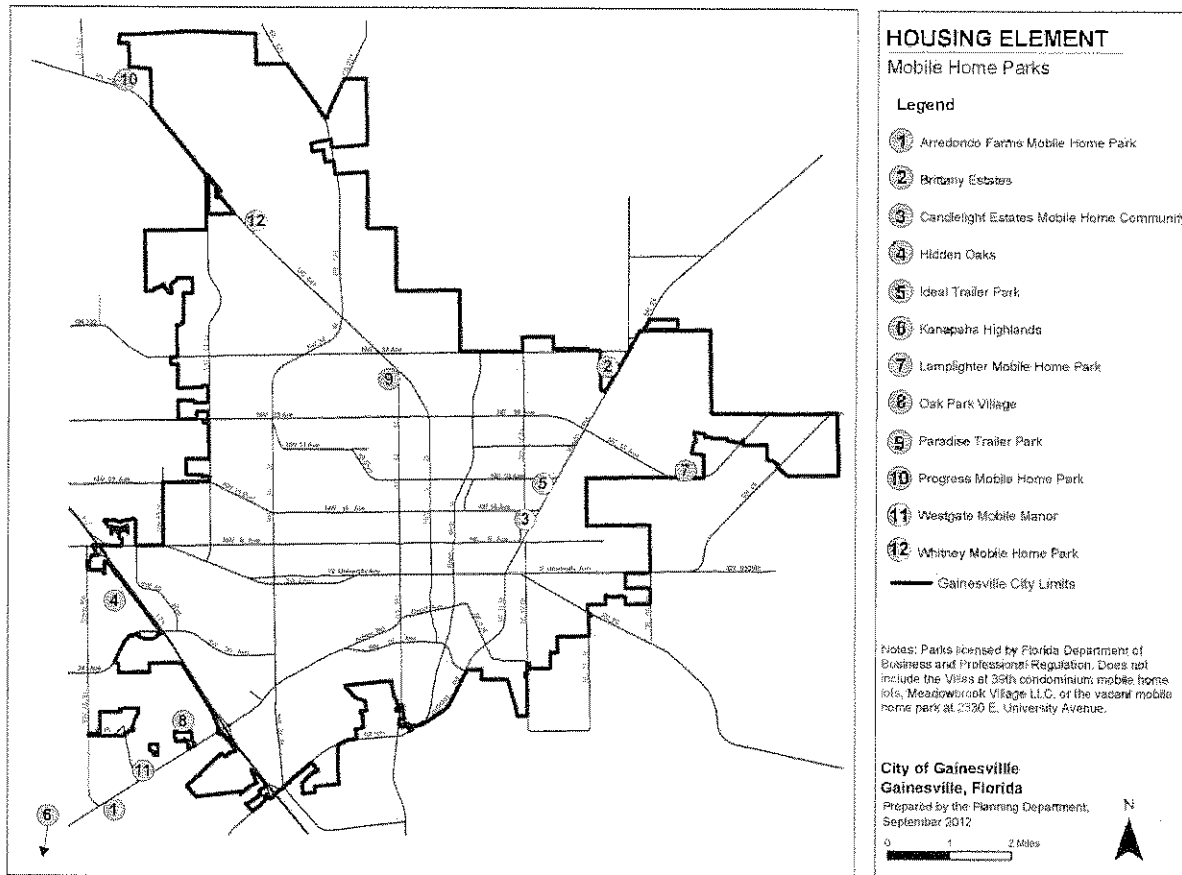
Approved by the City of Gainesville, Florida, on 04/22/2014.  
 Prepared by the City of Gainesville, Florida, on 04/22/2014.  
 Date: 04/22/2014  
 Author: [illegible]

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### MAP 3: Public Housing Units Gainesville Housing Authority



**Map 4: Mobile Home Parks**



**Manufactured Housing Parks, 2010**

Property Name	Street Address	Lots
1. Arredondo Farms	7117 SW Archer Road	441
2. Brittany Estates	5010 NE Waldo Road	185
3. Candlelight Estates	1600 NE 13 <sup>th</sup> Avenue	80
4. Hidden Oaks	100 Castle Drive	461
5. Ideal Trailer Park	2200 NE Waldo Road	38
6. Kanapaha Highlands	SW 107 <sup>th</sup> St. & SW 84 <sup>th</sup> Avenue	79
7. Lamplighter	5200 NE 39 <sup>th</sup> Avenue	273
8. Oak Park Village	4000 SW 47 <sup>th</sup> Street	347
9. Paradise Trailer Park	4546 NW 13 <sup>th</sup> Street	10
10. Progress Mobile Home Park	6101 NW 120 <sup>th</sup> Lane	62
11. Westgate Mobile Manor	5816 SW Archer Road, Suite 1	157
12. Whitney Mobile Home Park	8401 NW 13 <sup>th</sup> Street	206

**Notes:** Includes only those parks licensed by the Florida Department of Business and Professional Regulation.

**Source:** Florida Department of Business and Professional Regulation.

**Table 1: Housing Units by Type**

<b>Housing Units by Type (All units), Detail, 2006-2010 American Community Survey</b>	
<b>Share</b>	
<b>Type</b>	<b>Estimate</b>
Single Family (1 attached/detached)	42.8%
Multi-family (2 or more)	55.0%
Mobile Home	2.2%
Other	-
Total	100.0%
<p><b>Notes:</b> The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See <u>American Community Survey: Multiyear Accuracy of the Data</u> “-“ indicates that a value is not statistically significant (margin of error is greater than estimate). “No statistically significant values found” indicates that few or no valid results are available in the selected geographic area.</p>	
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>	

The city’s housing stock includes a mix of both single family detached units and multi-family units. Table 1 indicates that in the 2006-2010 time period, of the city’s housing stock 42.8% are single-family units while 55% are multiple-family and 2.2% are mobile homes. This represents a significant shift in the composition of the housing stock in the last two decades. In 1995, approximately 56.8% of the city’s housing stock was single-family units, 39.4% were multiple-family units and 3.8% were mobile homes. The increase in the percentage of multiple-family units is due primarily to the annexation of largely multiple-family residential areas. In 2002, the City annexed an urbanized area in the southwest, roughly bounded by Interstate 75 on the west, SW Archer Road to the north, SW Williston Road to the south and SW 23<sup>rd</sup> Terrace to the east. The majority of residential development in this area is multiple-family. The annexation of the Urban Village area (roughly located east of Interstate 75, west of SW 34<sup>th</sup> Street, north of SW 24<sup>th</sup> Avenue and south of SW 16<sup>th</sup> Avenue) in 2009 also brought into the city an area that is largely multiple-family.

Table 2 shows that the growth in multiple-family developments far exceeded single-family development. Table 3 indicates that there are more renter-occupied than owner-occupied units in the city.

**Table 2: Growth in Housing Units by Type**

<b>Growth in Housing Units by Type (All units), Detail</b>			
<b>Type</b>	<b>Units in the Structure 2000 Estimate</b>	<b>Units in the Structure 2006-2010 Estimate</b>	<b>Percentage Change 2000- 2006/2010</b>
1, detached	20,360	21,852	6.8%
1, attached	1,722	2,026	15.0%
2	1,980	2,127	6.9%
3 or 4	2,779	5,633	50.7%
5 to 9	3,871	7,768	50.2%
10 to 19	3,288	8,299	60.4%
20 or more	4,885	6,877	29.0%
Mobile Home or Trailer	1,207	1,228	1.7%
Other	19	-	-
<b>Total</b>	<b>40,111</b>	<b>55,810</b>	<b>28.1%</b>

**Notes:** The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See [American Community Survey: Multiyear Accuracy of the Data](#) “-“ indicates that a value is not statistically significant (margin of error is greater than estimate). “No statistically significant values found” indicates that few or no valid results are available in the selected geographic area.

**Source:** U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File

**Table 3: Housing Units by Tenure**

<b>Households by Tenure, 2009</b>		
<b>Owner</b>	<b>Renter</b>	<b>Total</b>
25,200	26,655	51,855
<b>Source:</b> Florida Housing Data Clearinghouse, Shimberg Center for Housing Studies, 2012.		
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>		

**Table 4: Households by Tenure – Projections**

<b>Households by Tenure - Projections</b>		
<b>Year</b>	<b>Tenure</b>	<b>Household Count</b>
2000	Owner	17,813
2000	Renter	19,548
2009	Owner	25,200
2009	Renter	26,655
2010	Owner	25,492
2010	Renter	26,530
2015	Owner	28,318
2015	Renter	28,101
2020	Owner	31,891
2020	Renter	29,993
2025	Owner	35,514
2025	Renter	31,877
2030	Owner	39,014
2030	Renter	33,886
<b>Source:</b> Florida Housing Data Clearinghouse, Shimberg Center for Housing Studies, 2012.		
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>		

**Table 5: Housing Units by Year Built**

<b>Year Structure Built, 2006-2010</b>							
1939 and earlier	1940s	1950s	1960s	1970s	1980s	1990s	2000 or After
1520	1,718	5,241	7,608	13,099	11,238	8,218	7,168
<b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File, from Florida Housing Data Clearinghouse, Shimberg Center for Housing Studies, 2012.							

**Table 6: Monthly Gross Rent of Renter-Occupied Units**

<b>Gross Rent, Renter-Occupied Housing Units, 2006-2010 American Community Survey</b>		
<b>Rent</b>	<b>Estimate</b>	<b>Percentage</b>
Less than \$200	433	1.47%
\$200-\$299	385	1.31%
\$300-\$499	2,101	7.15%
\$500-\$749	8,711	29.63%
\$750-\$999	8,020	27.28%
\$1,000-\$1,499	6,537	22.24%
\$1,500 or more	2,325	7.91%
No cash rent	886	3.01%
<b>Total</b>	<b>29,398</b>	<b>100.00%</b>
<b>Median Gross Rent, Estimate - 824</b>		
<p><b>Notes:</b> The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See <a href="#">American Community Survey: Multiyear Accuracy of the Data</a></p>		
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>		

According to the U.S. Census, the median monthly gross rent (rent plus separate utilities) for renter-occupied housing units in Gainesville was \$824 in the 2006-2010 time period. Of the 29,398 rental units 9.93% had monthly rents below \$500, 56.91% (16,731 units) paid between \$500 and \$1,000 and 30.15% (8,862 units) had monthly rents above \$1,000.

**Table 7: Value of Owner-Occupied Housing Units**

<b>Value Of Owner-Occupied Housing Units, Summary, 2006-2010 American Community Survey</b>		
<b>Value</b>	<b>Estimate</b>	<b>Percentage</b>
Less than \$50,000	1,016	5.2%
\$50,000-\$99,999	2,319	12.0%
\$100,000-\$149,999	4,283	22.1%
\$150,000-\$199,999	4,813	24.8%
\$200,000-\$299,999	4,475	23.1%
\$300,000-\$499,999	2,138	11.0%
\$500,000-\$999,999	353	1.8%
Greater than \$1,000,000	-	-
<b>Total</b>	<b>19,402</b>	<b>100.0%</b>
<p><b>Notes:</b> The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See <u>American Community Survey: Multiyear Accuracy of the Data</u> “-“ indicates that a value is not statistically significant (margin of error is greater than estimate). “No statistically significant values found” indicates that few or no valid results are available in the selected geographic area.</p>		
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>		

According to the Florida Department of Revenue, Sales Data Files, the average sales price for a single-family home was \$151,334 in 2011. The median sales price in 2011 was \$140,000 compared to the statewide median sales price of \$150,000.



**Table 8: Owner Costs, Owners with a Mortgage**

<b>Owner Costs, Owners with a Mortgage</b>	
<b>Value</b>	<b>Estimate</b>
< than \$200	-
\$200-\$299	42
\$300-\$399	50
\$400-\$499	85
\$500-\$599	456
\$600-\$699	552
\$700-\$799	754
\$800-\$899	979
\$900-\$999	909
\$1,000-\$1,249	2,201
\$1,250-\$1,499	2,150
\$1,500-\$1,999	2,467
\$2,000-\$2,499	1,210
\$2,500-\$2,999	326
>\$3,000	12,585
<b>Total</b>	<b>19,402</b>
<p><b>Notes:</b> The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See <u>American Community Survey: Multiyear Accuracy of the Data</u> “-“ indicates that a value is not statistically significant (margin of error is greater than estimate). “No statistically significant values found” indicates that few or no valid results are available in the selected geographic area.</p>	
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>	

**Table 9: Owner Costs, Owners without a Mortgage**

<b>Owner Costs, Owners without a Mortgage</b>	
<b>Value</b>	<b>Estimate</b>
< than \$100	119
\$100-\$149	132
\$150-\$199	275
\$200-\$249	621
\$250-\$299	575
\$300-\$349	758
\$350-\$399	822
\$400-\$499	1,106
\$500-\$599	782
\$600-\$699	715
>\$700	912
Total	6,817
<p><b>Notes:</b> The American Community Survey (ACS) is based on an annual sample of US households and therefore is subject to error. This application uses 5-year average data (2006-2010) to increase sample size and reduce error. The margin of error provided is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. See <u>American Community Survey: Multiyear Accuracy of the Data</u> “-“ indicates that a value is not statistically significant (margin of error is greater than estimate). “No statistically significant values found” indicates that few or no valid results are available in the selected geographic area.</p>	
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>	

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Tables 10 and 11 show the current and projected amount of income that owner and renter households pay for rent or mortgage costs. Household income is measured as a percentage of the median income for the county or area, and then adjusted for family size. The HUD-estimated median income for a family of four in Gainesville in 2012 is \$55,600.

**Table 10: Owner Cost to Income Ratio**

<b>Owner Housing Cost Burden: Projections</b>		
<b>Year</b>	<b>Amount of Income Paid for Housing</b>	<b>Household Count</b>
2010	30.01-50%	3,204
2010	50+%	2,076
2010	<=30%	20,212
2015	30.01-50%	3,527
2015	50+%	2,301
2015	<=30%	22,490
2020	30.01-50%	3,930
2020	50+%	2,584
2020	<=30%	25,377
2025	30.01-50%	4,336
2025	50+%	2,872
2025	<=30%	28,306
2030	30.01-50%	4,732
2030	50+%	3,156
2030	<=30%	31,126
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>		
<b>Source:</b> Estimates and projections by Shimberg Center for Housing Studies, based on 2000 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.		

**Table 11: Renter Cost to Income Ratio**

<b>Renter Housing Cost Burden: Projections</b>		
<b>Year</b>	<b>Amount of Income Paid for Housing</b>	<b>Household Count</b>
2010	30.01-50%	5,018
2010	50+%	8,485
2010	<=30%	13,027
2015	30.01-50%	5,329
2015	50+%	8,947
2015	<=30%	13,825
2020	30.01-50%	5,703
2020	50+%	9,497
2020	<=30%	14,793
2025	30.01-50%	6,078
2025	50+%	10,049
2025	<=30%	15,750
2030	30.01-50%	6,478
2030	50+%	10,656
2030	<=30%	16,752
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>		
<b>Source:</b> Estimates and projections by Shimberg Center for Housing Studies, based on 2000 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.		

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**Table 12: Housing Condition Characteristics (Occupied Units), 2006-2010**

<b>Housing Condition Characteristics (Occupied Units), 2006-2010 American Community Survey</b>		
	<b>Estimate</b>	<b>Share of Occupied Units (%)</b>
<b>Persons Per Room</b>		
- 1.01 or More Persons Per Room	731	1.5
<b>House Heating Fuel</b>		
- No Fuel Used	158	0.3
<b>Kitchen Facilities</b>		
- Lacking Complete Facilities	456	0.9
<b>Plumbing Facilities</b>		
- Lacking Complete Facilities	255	0.5
<p><b>Notes:</b> Housing units are considered to be substandard if they are overcrowded, do not have heat, or lack complete kitchens or plumbing. American Community Survey is based on a sample of households and therefore involves a margin of error. To find the margin of error for this and other ACS-based tables, see the General Unit Characteristics tool. A “-“ indicates that a value in the ACS is not statistically significant from zero.</p>		
<p><b>Source:</b> U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Summary File</p>		

**Table 13: Households by Household Size - Projections**

All Households							
Size	2000	2009	2010	2015	2020	2025	2030
1-2	25,001	34,663	34,756	37,668	41,281	44,923	48,577
3-4	10,154	14,111	14,167	15,369	16,868	18,378	19,885
5+	2,207	3,083	3,098	3,380	3,731	4,087	4,438
Total	37,362	51,857	52,021	56,417	61,880	67,388	72,900
<b>Source:</b> Estimates and projections by Shimberg Center for Housing Studies, based on 2000 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.							
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>							

**Table 14: Households by Age of Householder - Projections**

All Households							
Age of Householder	2000	2009	2010	2015	2020	2025	2030
15-34	15,647	20,869	20,581	21,377	22,269	23,163	24,265
35-64	16,416	23,379	23,624	25,070	26,855	28,503	30,050
65+	5,298	7,607	7,817	9,972	12,760	15,725	18,585
Total	37,361	51,855	52,022	56,419	61,884	67,391	72,900
<b>Source:</b> Estimates and projections by Shimberg Center for Housing Studies, based on 2000 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.							
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>							

**Table 15: Households by Household Income - Projections**

All Households							
Income	2000	2009	2010	2015	2020	2025	2030
0-30% AMI	8,343	11,375	11,328	12,086	13,006	13,935	14,915
30.1-50% AMI	5,098	7,017	7,022	7,626	8,369	9,131	9,906
50.1-80% AMI	6,255	8,667	8,689	9,452	10,404	11,368	12,333
80.01-120% AMI	6,182	8,606	8,646	9,418	10,385	11,362	12,332
120+% AMI	11,483	16,190	16,337	17,837	19,720	21,595	23,414
Total	37,361	51,855	52,022	56,419	61,884	67,391	72,900
<b>Source:</b> Estimates and projections by Shimberg Center for Housing Studies, based on 2000 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.							
<b>Notes:</b> <u>Housing Needs Assessment – Population and Household Projection Methodology User Guide.</u>							

### Existing Housing Unit Needs

The City of Gainesville is meeting its existing housing needs with an adequate supply of built housing units that are occupied plus the available vacant, built units within city limits. The 2010 Census estimated that the number of vacant housing units was 6,547 (an 11.4% vacancy rate). In addition, housing units are available in the adjacent unincorporated Alachua County area with a 10.9% vacancy rate there. Absorption of some of the vacant units provides a supply of housing units for projected housing needs.

Comparing the most recent city vacancy rate data to previous years, the number of available vacant units has increased since 1980. In 1980, the vacancy rate was 5.1%; in 1990 it was 7.8%; and in 2000 it was 7.1%. The higher vacancy rate of 11.4% in 2010 partially reflects the national housing boom that occurred in the post-2000 time period.

Utilizing a 6% vacancy rate as a reasonable percentage to provide for market variety and competitive pricing, the 11.4% vacancy rate represents about a 5.4% surplus (almost 2 times the amount of vacant housing units needed for market considerations) of housing units (3,092) that are available to meet future housing unit demand.

### Projected Housing Unit Needs

Table 16 illustrates the projected number of new housing units that must be provided in the city to meet the housing needs of the future population for the planning period (2013-2023). After reviewing the Shimberg Center projections, it was determined that those projections were too high and did not adequately reflect the recent slowing of growth in Gainesville.

The City produced an alternative methodology that relies on the population projections shown in the updated Future Land Use Element Data and Analysis Report. The population projections were adjusted using the following steps to produce the projected housing unit needs:

1. The population living in group quarters was removed from the projected population since those persons will not need standard housing units. For future years, the number of persons living in group quarters was held constant to the 2012 number. Those living in group quarters include the institutionalized population (inmates and nursing home patients) and the non-institutionalized population (dormitory residents; fraternity/sorority residents).
2. Using the total projected population, a conversion factor was used to translate population into households. Population was divided by the 2010 figure of 2.19 persons per household to produce the projected number of households. The estimate of 50,934 produced for 2012 using this methodology closely matches the 2010 Census housing unit count of 51,029 occupied units (within 95 units).
3. Based on the projected number of households during the planning period, the net, new number of housing units needed annually was calculated by subtracting the previous year households from the next year's households.
4. The net increase in households per year was then multiplied by 1.06 to sustain a constant 6% vacancy rate to support market choice and competition. However, for the year 2013 this multiplier was not used due to the excess vacant units available. For 2013, the number of new housing units needed is calculated by subtracting the excess vacant units (3,092) from the net increase in households (3,182), which results in a need for only 90 new housing units while still maintaining the 6% vacancy rate.



**Table 16: Projected Housing Unit Needs**

Year	Projected Population in Housing Units	Number of Households	Net Increase in Households	Number of New Housing Units Needed
2012	111,545	50,934	0	0
2013	118,514	54,116	3,182	90
2014	119,327	54,487	371	393
2015	120,651	55,092	604	640
2016	121,744	55,591	499	529
2017	123,094	56,207	616	653
2018	124,210	56,717	509	540
2019	125,587	57,346	629	667
2020	126,725	57,865	519	551
2021	128,130	58,507	642	680
2022	129,290	59,036	530	561
2023	130,723	59,691	655	694

During the period 2015-2020, a total of 3,029 new housing units will be needed (this includes maintaining the 6% vacancy rate). This is an average of 605 new units per year. Most of these new housing needs will be provided by existing approved developments (subdivisions and multi-family complexes) that have yet to be built or built out. Significant redevelopment that has increased density in areas close to the University of Florida is providing housing units in that area. In addition, housing units in the unincorporated urban area, plus approved developments by Alachua County, can assist in providing the needed housing units.

**Table 17: Vacant, Developable Acreage by Residential Future Land Use Category**

Future Land Use Category	Total Acres	Developable Vacant Acres	% Developable for Category
Single Family	9,376	2,357	25.1%
Residential (Low)	2,018	701	34.7%
Residential (Medium)	2,013	312	15.5%
Residential (High)	203	23	11.3%
Mixed Use Residential	36	3	8.3%
<b>Total:</b>	<b>13,646</b>	<b>3,396</b>	<b>24.9%</b>

Source: Planning Department, October 2012. Master Parcel System files.

Table 17 indicates the vacant and developable land acreages by Future Land Use category. Based solely on the residential land uses, there are 3,396 developable vacant acres available for residential construction. Table 16 indicates that for the time period 2015-2020, a total of 3,029

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housing units will need to be available to meet the needs of the projected population for the time period. Dividing the projected housing units with the available acreage, residential development could occur at 0.89 dwelling units per acre over the planning period to accommodate the projected number of households, with the existing amount of vacant, developable land. This is a much lower density than all the zones allow or that the city would desire for future development. The Single Family land use category allows up to 8 units per acre, while Residential Low allows up to 12 units per acre, Residential Medium allows 8-30 units per acre, Residential High allows 8-100 units per acre, and Mixed Use Residential allows up to 75 units per acre. There is currently adequate acreage within city limits to accommodate the projected housing need of the city. In addition, redevelopment at higher densities has occurred in portions of the city and is projected to continue over the planning period. Redevelopment is already meeting housing demand needs near the University of Florida campus. The developable vacant acres figure used here does not include acreage within the Mixed Use, Urban Mixed Use, or the Planned Use District land use categories that also allow for residential development. Finally, future annexations will likely include lands that will be designated for residential use, which will add acreage to meet the projected City of Gainesville housing demand.

**Petition PB-12-98 CPA** City Plan Board. Update the City of Gainesville Comprehensive Plan Housing Element.

The staff presentation on this petition was made by Jason Simmons, Planner.

<b>Motion By:</b> Erin Condon	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve Petition PB-12-98 CPA, including the changes to Policy 3.1.9 presented at the meeting by staff.	<b>Upon Vote:</b> 5-0



## PLANNING &amp; DEVELOPMENT SERVICES DEPARTMENT

PO BOX 490, STATION 11  
GAINESVILLE, FL 32627306 N.E. 6<sup>TH</sup> AVENUE

P: (352) 334-5022

P: (352) 334-5023

F: (352) 334-2648

**TO: City Plan Board****Item Number: 5****FROM: Planning & Development Services Department  
Staff****DATE: June 28, 2012****SUBJECT: Petition PB-12-61 CPA. City Plan Board. Update the City of Gainesville  
Comprehensive Plan Conservation, Open Space & Groundwater Recharge Element  
and update associated maps in the Future Land Use Map Series.****Recommendation**

Approve Petition PB-11-93 CPA.

**Description**

The update of the Conservation, Open Space & Groundwater Recharge Element (also referred to in this staff report as the Conservation Element, or, the Element) is needed for compliance with statutory changes enacted in 2011 by House Bill 7207. Other proposed changes to the Conservation Element are for: consistency with other statutory changes enacted subsequent to the June 2002 adoption of the Conservation Element; consistency with current requirements of the Land Development Code; increased clarity (including added specificity in some policies, and deletion of sub-policies that are not needed to meet the requirements of a given policy); and, for reflecting updated data and current programs.

Updated maps in the Future Land Use Map Series (of the Future Land Use Element) that are associated with the Conservation Element are also needed. The updated maps reflect current city boundaries; updated and/or additional information (e.g., location of springs); a substantively revised Floridan aquifer recharge map that is consistent with the corresponding adopted map in Alachua County's comprehensive plan; and updated titles (Floridan Aquifer High Recharge Area, Surface Waters & Wetlands, and Active Mine Sites). Proposed for deletion from the Future Land Use Map Series is the Soils Association Map, which is to be replaced by reference (see Policy 1.1.6) to the General Soil Map – Alachua County Florida, that is in the Soil Survey of Alachua County (1985, United States Department of Agriculture, Soil Conservation Service). The proposed amendments to the Goals, Objectives, and Policies of the Conservation Element are attached, as Appendix A. Additions are underlined and deletions are shown as stricken.

See Appendix B for the proposed updated maps (including the map proposed for deletion) of the Future Land Use Map Series that are associated with the Conservation Element.


Appendix C contains the Addendum to the Data and Analysis Report for the Conservation Element.

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Respectfully Submitted,

  
Onelia Lazzari, AICP  
Principal Planner

Prepared by:

  
Dean Mimms, AICP  
Lead Planner

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## List of Appendices

### Appendix A – Updated Conservation, Open Space & Groundwater Recharge Element of City of Gainesville Comprehensive Plan

Exhibit A-1 Updated Conservation, Open Space & Groundwater Recharge Element

### Appendix B – Updated Associated Maps of Future Land Use Map Series

Exhibit B-1 100-Year Floodplain  
Exhibit B-2 Wellfield Protection Zones  
Exhibit B-3 Floridan Aquifer High Recharge Area  
Exhibit B-4 Surface Waters & Wetlands  
Exhibit B-5 Active Mine Sites  
Exhibit B-6 General Soil Associations (Proposed for Deletion)

### Appendix C – Addendum to Data and Analysis for the Conservation, Open Space & Groundwater Recharge Element

Exhibit C-1 Floridan aquifer  
Exhibit C-2 Cabot Carbon/Koppers Superfund Site  
Exhibit C-3 Paynes Prairie Sheetflow Restoration Project  
Exhibit C-4 Potable Water Projected Needs and Sources  
Exhibit C-5 Map: Surface Waters, Basins & Wetlands  
Exhibit C-6 Map: Contaminated Sites  
Exhibit C-7 Table: Contaminated Sites  
Exhibit C-8 Table: Listed Species of Concern to City of Gainesville Parks, Recreation and Cultural Affairs Department  
Exhibit C-9 Map: Local & Regional Parks & Recreation

### Appendix D - Application

Exhibit D-1 Application

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## Appendix A – Updated Conservation, Open Space & Groundwater Recharge Element of City of Gainesville Comprehensive Plan

### Exhibit A-1 Updated Conservation, Open Space & Groundwater Recharge Element

## CONSERVATION, OPEN SPACE & GROUNDWATER RECHARGE ELEMENT

### GOAL 1

**ESTABLISH AND MAINTAIN AN INTEGRATED AND URBAN-DEFINING OPEN SPACE NETWORK THAT PROTECTS AND CONSERVES KEY ENVIRONMENTAL FEATURES.**

#### Objective 1.1

**Upon adoption of this Plan, the City shall protect all significant environmental lands and resources identified in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series. The City shall continue to identify environmentally significant open space and recreation sites for acquisition.**

- 1.1.1 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 or in the Geographic Information Systems (GIS) Map Library located on the City's Planning and Development Services Department web site. The Future Land Use Element Environmentally Significant Land and Resources map series shall be updated from time to time to reflect the most current information in the GIS Map Library. In the periods between comprehensive plan updates, the GIS Map Library shall be the reference source. The City shall develop and adopt land development regulations that establish criteria, at a minimum, meet for expansion of the minimum standards addressed below.
- 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. Where impact is unavoidable, degradation or loss of function shall be minimized, and the applicant must demonstrate that the project is clearly in the public interest. The City shall develop and implement land development regulations that at a minimum:
    1. Establish criteria that are at least consistent with the relevant criteria of Section 373.414(1), F.S. for determining whether the project is clearly in the public interest.
    2. Requires the use of the most current functional assessment methodology that is in use by regulatory agencies in Florida for determining mitigation requirements for impacts on wetlands.

3. Specifies wetland creation as a mitigation strategy that shall be considered only after substantial evidence, based on the functional assessment referenced in Policy 1.1.1.b.2., indicates that the preservation, enhancement, or restoration of existing wetlands is less desirable or effective as an option.
4. Establish bonding, long-term monitoring and enforceable long-term maintenance requirements for wetland mitigation projects to ensure that ~~all~~ the negative impacts have been mitigated. Monitoring reports shall be reviewed by the City of Gainesville or other appropriate monitoring agency or reviewing entity to ensure that mitigation criteria are met, with regulatory fees paid by the permitted applicant. The mitigation plan must be approved prior to the approval and initiation of the project.
5. Require off-site mitigation to be performed within the same basin and sub-basin ~~and basin~~ (the basins are depicted on the map entitled Wetland Mitigation Basins that is on file with the Planning & Community Development Services Department ~~and is in the Data & Analysis section of this comprehensive plan element~~) in which the impact occurred, unless it is shown that mitigation within the basin is not feasible or that mitigation outside the ~~sub-basin~~ is more appropriate. The order of preference for the location of the mitigated area(s) in relation to the impacted areas will be established in the land development regulations (LDRs).
6. Require that development shall not cause ~~hydrological~~ indirect or secondary wetland impacts off-site.
7. A minimum buffer distance of 35 ft. and an average buffer distance of 50 feet shall be required between the landward extent of any wetland ~~or surface water~~ and the developed area. Larger buffers may be warranted. The criteria for buffer expansion will be developed in the land development regulations.
8. Specify that the protections for wetlands shall be extended to all wetlands delineated in accordance with Section 62-340, F.A.C., regardless of whether they are currently mapped by the City of Gainesville.
9. Require review and approval of wetland mitigation projects by qualified professionals.
10. ~~Require protection of listed species in wetlands~~ Outstanding Florida Waters, as listed in Section 62-302.700, F.A.C., shall have a minimum buffer of 200 feet. The City shall develop and implement land development regulations that establish appropriate setbacks for wetlands containing listed plant or animal species. Where these distance requirements preclude all economic development of a parcel, exceptions can be made upon approval by a majority of the city commission and with appropriate mitigation of wetland loss.
11. Wetlands impacted ~~damaged~~ as a result of noncompliance or unauthorized excavation, filling, drainage, mechanical land clearing or other development activity on or subsequent to the effective date of this policy shall, at the owner's expense, either be restored to their original function and condition prior to such damage, or mitigated for, pursuant to the mitigation requirements of this comprehensive plan or the Land Development Code.



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- 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 discouraged and other alternatives considered. Development shall be prohibited within 75 feet of the landward extent of a lake.
  - d. Wellfields: Development must be consistent with Policies 2.3.2 and 2.3.3 of this Element.
  - e. Floridan Aquifer High Major-Natural-Groundwater Recharge Areas: Development within this area must be consistent with Policies 2.3.3, ~~and 2.3.6-5, 2.3.7, and 2.3.8~~ of this Element.
  - f. Natural and Archaeological Resource Areas: Developments within or including an upland area identified as a significant natural community, listed species habitat, strategic ecosystem, significant geological resource feature, or an significant archaeological resource must submit a resource inventory and assessment for the parcel. Based on the inventory and any required verification of the extent of the resource area, land development regulations shall provide for the set-aside of identified resource areas for conservation and resource protection.
- 1.1.2 Minimum buffer and/or setback distances for creeks, lakes, and wetlands designated as Outstanding Florida Waters, as listed in Section 62-302.700, F.A.C., shall be established. The buffer and/or setback distances shall at a minimum meet the respective minimum buffer or/and setback distances established by Policy 1.1.1. The City shall use the environmentally significant properties inventory/ranking report to identify viable populations of native plant and animal species, environmentally significant areas, and unique geological or historic features that should be preserved, and show connectivity with other public lands and environmentally significant areas that should be maintained.
- 1.1.3 The City shall keep in force land development regulations that require new developments to dedicate land and easements, within federal constitutional guidelines, particularly for the creation of buffers along and around surface waters and natural reservations and to facilitate the development of greenways and other open space.
- 1.1.4 The City shall allocate a minimum of \$300,000 per year for the purchase and/or management of environmentally significant open space and of active and passive recreation sites.
- 1.1.5 The City shall work with local, regional and state environmental agencies (including Alachua County and the St. Johns and Suwannee River Water Management Districts) to develop basin management plans, which shall identify wetlands of special concern, disturbed wetlands, and appropriate sites for mitigation. The plans shall also consider those factors affecting the structure and functions of wetlands.
- 1.1.6 The City shall incorporate by reference the General Soil Map – Alachua County Florida, that is in the Soil Survey of Alachua County (1985, United States Department of Agriculture, Soil Conservation Service).

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## Objective 1.2

**The City shall coordinate with Alachua County on the Alachua County Forever program, and with other potential funding sources for land acquisition for environmental and open space protection.**

1.2.1 The City shall seek to maximize the protection of environmentally sensitive lands through the nomination of properties for acquisition with Alachua County Forever and other relevant funds.

1.2.2 The City shall maintain a registry of real properties owned by the City of Gainesville that are acquired or used for conservation, recreation or cultural purposes, and that are deemed by the City Commission to be worthy of the highest level of protection.

## GOAL 2

**MITIGATE THE EFFECTS OF GROWTH AND DEVELOPMENT ON ENVIRONMENTAL RESOURCES.**

### Objective 2.1

**Upon adoption of this Plan, existing levels of wetland acreage and functions within the listed basins (shown on the map entitled Wetland Mitigation Basins that is on file with the Planning & Community Development Services Department and is in the Data & Analysis section of this comprehensive plan element) shall be maintained to the extent feasible through the planning period year 2010.**

2.1.1 The City shall continue to update, ~~augment~~ and maintain an inventory of wetlands, and adopt land development regulations designed to conserve wetland acreage and preserve natural functions within the listed basins (shown on the map entitled Wetland Mitigation Basins that is on file with the Planning & Community Development Services Department and is in the Data & Analysis section of this comprehensive plan element). When wetlands are unavoidably lost to development, mandatory mitigation shall be required to ensure no net loss of acreage and functions occurs. Mitigation location protocol shall follow Policy I.1.1 b.5.

2.1.2 Each basin management plan shall include, if technically and scientifically justifiable, the creation of one or more local mitigation banks or offsite regional mitigation areas in accordance with Section 373.4135, F.S.

### Objective 2.2

**The City shall improve the quality of stormwater entering surface waters ~~City lakes and creeks~~ by requiring development and redevelopment to meet the adopted water quality standards of this Element and the Stormwater Management Element.**

2.2.1 The City shall continue to require stormwater quality treatment facilities for redevelopment, ~~of non-residential sites and the Central City District, particularly within stream-to-sink basins.~~

2.2.2 The City shall continue to have ~~adopt~~ land development regulations that reduce the amount of impervious parking surface allowed, ~~within any environmentally significant area, as compared to impervious allowances outside these areas.~~

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- 2.2.3 The City shall continue to have land development regulations that meet or exceed best management practices for stormwater management.
- 2.2.4 The City shall ~~continue to have~~ ~~adopt~~ land development regulations that require the handling of hazardous materials in such a way as to prevent degradation of the natural environment. At a minimum, this shall be achieved by complying with the Alachua County Hazardous Materials Management Code and the Alachua County Murphree Wellfield Protection Code, which:
- a. Prohibit certain new, hazardous materials facilities and underground storage tank systems from siting within the unconfined zone of the Floridan aquifer;
  - b. Prohibit new, hazardous materials facilities from siting within the primary and secondary wellfield protection zones of the Murphree wellfield, and establish requirements for siting of hazardous materials facilities within the tertiary protection zones of the Murphree wellfield. Within the secondary zone, vehicular fuel storage subject to Florida Statutes 376.317 may be allowed.
  - c. Require new, Class C and D hazardous materials facilities as identified in the Alachua County Hazardous Materials Management Code to maintain large setbacks from surface waters, wells, and floodplains; and
  - d. Requires stringent hazardous materials storage and containment designs, periodic monitoring, inspections, a management plan, fees, and penalties for non-compliance.
- 2.2.5 The City shall continue to have land development regulations that supplement the standards of the applicable Water Management District to promote the maintenance of water quality in surface waters. ~~natural cleansing of water in creeks~~. Such standards include:
- ~~a. Limiting creek dredging;~~
  - ~~b. Prohibiting channelization;~~
  - a. Protecting the surface water resource by prohibiting excavation, filling, channelization, mechanized land clearing, and other development activities, except as may be authorized by the Land Development Code;
  - be. Requiring sedimentation controls during and after construction;
  - cd. Protecting creek banks and vegetation;
  - de. Requiring treatment of the first “one inch” of stormwater runoff;
  - ef. Restoring previously channelized creeks identified for restoration by the City, when feasible.
- 2.2.6 The City shall maintain an inventory of altered creek segments suitable for restoration to a more natural condition.

### Objective 2.3

**The City shall conserve and protect the quality and quantity of current and projected water sources through the planning period only permit activities that maintain drinking water resources to meet the demands of population projected for the year 2010.**

- 2.3.1 The City shall continue to cooperate with the Alachua County Environmental Protection Department, the Florida Department of Environmental Protection (FDEP), the Water Management Districts, and the Environmental Protection Agency (EPA) and shall support the appropriate agencies with efforts to accomplish the following:
- a. Identify areas of pollution to surface waters and groundwater;
  - b. ~~Provide on-going~~ Establish a monitoring programs that ~~include periodic~~ provides an annual reports which describe ~~present~~ environmental conditions and cleanup status;
  - c. Identify parties responsible for polluted areas, and require such parties to mitigate pollution problems.
- 2.3.2 The City shall allow land uses and facility design within wellfield protection zones (and other “community water system” cones of influence as defined by Fla. Administrative Code Chapter 62-550.200 (Drinking Water Standards, Monitoring, and Reporting, Definitions for Public Water Systems)), and Chapter 9J-5.003(27) (Definitions, “cone of influence”) and identified in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series, that are in compliance with the Murphree Wellfield Protection Code.
- 2.3.3 The City shall only allow new development in commercial, institutional, and industrial districts to place septic tanks:
- a. In compliance with ~~the Division 3,~~ Wellfield Protection Special Use Permit process of the City’s Land Development Code, and if the development is in compliance with the Alachua County Hazardous Materials Management Code.
  - b. In areas not shown as regulated surface waters ~~creek, lake,~~ and wetland areas identified in the Environmentally Significant Land and Resources map series of the Future Land Use Map Series.
- 2.3.4 The City shall continue to have a water conservation programs plan that are consistent with the Water Management Districts’ plans (Sec. 373.175 & 373.246, F.S., and Chap. 40C-21, F.A.C.). These programs plan shall include strategies: to deal with emergency conditions, implement public education campaigns regarding the nature of groundwater resources and the need to protect and conserve them, ~~provide a public information program~~ on water reuse systems, and ~~develop~~ potable water rate structures to encourage water conservation.
- 2.3.5 The City shall cooperate with the water management districts during declared water shortage emergencies by conserving water resources and by assisting with the implementation of water shortage emergency declarations, orders, and plans.
- 2.3.6 Pursuant to Section 373.03975, F.S., Water Management Districts are to map “prime” groundwater recharge areas for the Floridan aquifer, within the County. Should such areas be

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identified within City limits, the areas will be mapped and included in the adopted comprehensive plan, and City land development regulations shall be amended to protect such areas if they are not already protected by existing regulations and programs. City land development regulations shall protect the Floridan aquifer groundwater resource through recognition of geographic areas of relative vulnerability and high aquifer recharge characteristics. Mapping of these high aquifer recharge areas shall include surface waters which convey flow directly to groundwater via sinkholes (stream-to-sink surface water basins), and areas where the Floridan aquifer is otherwise vulnerable or highly vulnerable to degradation through recharge from land surfaces.

- 2.3.76 ~~Until such time as prime groundwater recharge areas for the Floridan aquifer are mapped, the City shall use the Floridan Aquifer recharge maps prepared by the St. Johns River Water Management District and the Suwannee River Water Management District (see Environmentally Significant Land and Resources map series within the Future Land Use Map Series). City land development regulations shall be amended to protect such areas if existing regulations and programs do not already protect them.~~ map entitled "Floridan Aquifer High Recharge Area" of the Environmentally Significant Land and Resources map series within the Future Land Use Map Series, which is compiled from the Alachua County Floridan Aquifer High Recharge Area map (Alachua County Environmental Protection Department, March 27, 2009) and modified for coverage of the Gainesville Urban Reserve Area. This map may be updated in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department web site, for reference in land use decisions and in applying land development regulations for areas of relative vulnerability and high aquifer recharge.
- 2.3.8 The City shall continue to require effective groundwater recharge in accordance with the Gainesville Comprehensive Plan's Stormwater Management Element, Objective 1.8 and Policy 1.8.1.
- 2.3.97 Final development orders shall require compliance with State, County and City septic tank rules (Chapter 64E-6, F.A.C.).
- 2.3.108 The City shall inform the public of the requirements of Section 373.62, Florida Statutes, regarding automatic lawn sprinkler systems.
- 2.3.11 The City shall conserve potable water supplies by using the methods shown in the Gainesville Comprehensive Plan's Potable Water & Wastewater Element, Objective 1.5 and Policies 1.5.1 through 1.5.9.

#### **Objective 2.4**

**The City shall amend its land development regulations as necessary to conserve natural systems of surface waters and wetlands; areas subject to high rates of Floridan aquifer recharge; listed species of plants and animals; significant natural communities, and other significant natural and archaeological resource areas, including strategic ecosystems and significant geological resource features; and minimize the spread of invasive vegetation. The adopted regulations shall be designed to maintain these characteristics and resources, and the functions and values which they provide, and allow development activities which are compatible with the conservation of these resource areas as identified in the Comprehensive Plan or by provisions of the Land Development Code.**

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- 2.4.1 The City shall maintain an updated inventory of identified environmentally significant resources in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department web site or in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series. If additional resources are identified or as annexations occur, these properties shall be subject to regulations keyed to the resource present at the site. The Future Land Use Map Series shall be amended to include these properties. In the periods between comprehensive plan updates, the GIS Map Library shall be the reference source.
- 2.4.2 The City shall adopt land development regulations that protect listed species of plants and animals, significant natural communities, significant geological resource features, and strategic ecosystems as based on areas identified and described in the KBN/Golder Associates Report, "Alachua County Ecological Inventory Project" (1996). These environmentally significant areas shall be defined in the Land Development Code. These regulations shall require that applications for development on parcels within the environmentally significant areas shall include an ecological inventory of the parcel that meets requirements specified in the Land Development Code.
- 2.4.3 The City shall continue to have guidelines for the design of stormwater basins that require the use of native vegetation and basin slopes suitable for stormwater treatment that promote highly diverse plant and animal habitats, particularly within stream-to-sink basins, and that enhance the hydrological and ecological functions of related wetland areas.
- 2.4.4 Future road alignments shall minimize their impact on environmentally significant ~~animal~~ natural communities, wildlife corridors, and listed species habitats.
- 2.4.5 The City shall continue to require construction design consistent with existing terrain by discouraging contouring, cut and fill, or other practices where they might be shown to cause soil erosion.
- 2.4.6 The City shall continue to have land development regulations for ~~environmentally significant regulated surface waters and wetlands, lakes and regulated creeks~~ that require:
- a. Buffers and/or setbacks from regulated surface waters ~~regulated creeks, lakes and wetlands;~~
  - b. Development to minimize erosion and sediment pollution to regulated surface waters and wetlands; ~~Prohibition of development that would cause erosion and sediment pollution to regulated creeks, lakes and wetlands;~~
  - c. No net increase in the rate of runoff from development sites adjacent to regulated surface waters ~~creeks, lakes and wetlands;~~
  - d. Retention or detention of ~~the first inch of runoff from~~ runoff ~~of~~ developments adjacent to regulated surface waters ~~creeks, lakes and wetlands,~~ through on-site filtration in accordance with the Public Works Design Manual;
  - e. Retention of vegetation integral to the ecological value of regulated ~~creeks, lakes~~ surface waters and wetlands;

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- f. Compliance with the City's adopted criteria for controlling sediment and erosion;
  - g. Allowance of a transfer of development intensity and density from lower to higher elevations of a site; and
  - h. Prohibition on the installation of all septic tanks.
- 2.4.7 The City shall periodically ~~conduct an~~ inventory of environmentally significant plants, animals, and habitats within ~~at least two city-owned parks or open space parcels; update on an on-going basis~~ prepare a list of plants, animals, and habitats that are to be protected to protect; and prepare a plan for ~~continue to maintain and monitor the maintenance of viability of viable~~ populations of these plants and animals.
- ~~2.4.8 Chemical control efforts by the City to manage pest species shall only include use of chemicals that are safe for wildlife and public health. Chemical control will be used only when non-chemical controls do not abate the pest problem.~~
- 2.4.89 The City shall coordinate with Alachua County, the U.S. Fish & Wildlife Service, the Florida Fish & Wildlife Conservation Commission, and the Florida Natural Areas Inventory FDEP and the Water Management Districts to conserve environmentally significant natural plant communities. Such coordination may include the submittal of ~~by submitting~~ relevant land development proposals for to these entities review to the Alachua County Environmental Protection Department, the applicable Water Management District, and FDEP for comment and recommendation.
- 2.4.910 The City shall protect floodplains and flood channels through land development regulations that at a minimum meet all applicable State and federal requirements and regulations.:
- 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;~~
  - e. ~~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 materials in the flood channel;~~
  - e. ~~Prohibit development within the floodplain that would reduce the capacity of the floodplain;~~
  - f. ~~Prohibit development that would cause or create harmful soil erosion, stagnant water, and irreversible harmful impacts on existing flora and fauna;~~
  - g. ~~Limit flood channel uses to agriculture, recreation, lawns, gardens, and parking areas; and~~
  - h. ~~Limit floodplain uses to launching areas for boats and structures at least one foot above the 100-year flood elevation, in addition to those allowed in the flood channel.~~

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2.4.10~~11~~ The City's land development regulations shall protect environmentally significant lands and resources by:

- a. Providing opportunities for alternative and innovative site development;
- b. Providing setback and parking standards;
- c. Providing mandatory mitigation to ensure no net loss of functions and values when wetlands are unavoidably lost;
- d. Allowing for, or requiring the clustering of development away from environmentally significant resources;
- e. Restricting on-site waste disposal systems; and,
- f. Allowing transfer of land use density and/or intensity to retain development potential from set-aside areas that are required to meet the goals, policies, and regulations of this element and the Land Development Code.

2.4.11~~12~~ At a minimum, conservation strategies for significant natural communities, listed species habitats, and strategic ecosystem resources shall include:

- a. Conservation of natural resource of uplands, including areas of significant natural communities, listed species habitats, significant geological resources features and strategic ecosystem resource areas, through set-aside, management, and buffering requirements.
- b. Installation of native vegetation landscaping and removal of invasive trees and shrubs; and
- c. Setbacks.

## Objective 2.5

**The City shall continue existing programs and institute new programs as necessary to maintain air quality levels which comply with county, state and national ambient air quality standards through the planning period year 2010.**

~~2.5.1 Adopt citywide regulations restricting or prohibiting the burning of plastics, particularly with regard to local government, institutional, or commercial incineration.~~

~~2.5.1<sub>2</sub> The City shall encourage transportation choice by adopting develop new programs and strategies as may be needed, and continue existing policies that to encourage public transit use, bicycling, walking, and higher urban development densities near neighborhood centers.~~

2.5.2 Except for designated incinerators and landfills, the City shall continue to prohibit the burning of refuse, trash or garbage, in accord with applicable provisions of Chapters 10 and 27, Gainesville Code of Ordinances.



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## Objective 2.6

**The City shall continue to promote and practice natural resource conservation and pollution prevention in order to reduce negative impacts on the environment. To accomplish this, the City shall continue to incorporate policies that encourage the conservation and protection of natural resources, energy conservation, natural resource-saving and pollution prevention policies in this Element and other elements of the Comprehensive Plan (such as Solid Waste, Potable Water & Wastewater, Future Land Use, and Transportation Mobility).**

- 2.6.1 The City and GRU shall continue to provide customers with education and incentive programs to encourage natural resource conservation, energy conservation, and pollution prevention.
- 2.6.2 The City shall continue to have ~~establish by 2003~~ a Green Building Program in order to encourage environmentally friendly and energy-efficient construction.

## GOAL 3

**IMPROVE URBAN SPACES THROUGH PRESERVATION AND ENHANCEMENT OF THE URBAN FOREST. MAINTAIN THE CITY'S COMMITMENT TO PRESERVATION OF THE URBAN FOREST AND STREET TREES AS A DEFINING FEATURE OF OUR COMMUNITY.**

### Objective 3.1

**The total amount percentage of tree canopy coverage within the City shall not fall below 50 percent, ~~the 1994 percentage of tree canopy~~, as estimated by the City Manager or designee, except in the event of natural catastrophe.**

- 3.1.1 The City shall continue to plant at least 400 trees (or 650 inch-diameters at chest height) within City limits annually, and encourage developers and citizens to plant at least 600 trees annually. At least 75 percent of the trees should be native to north Florida.
- 3.1.2 The City shall adopt land development regulations for new development that require the following:
- a. Use of "Florida-friendly landscaping" as defined in F.S. 373.185 ~~native and drought-tolerant plants ("xeriscape")~~ and a reduction in allowable turf area;
  - b. Energy conservation through tree and shrub canopy requirements in the Land Development Code that result in shade for buildings and pavement;
  - c. Species diversity in new plantings (no more than 50 percent of any one genus on any site plan except those within airport flight paths, or except for street tree plantings, which, on a given street should be uniform with respect to genus, size and shape; however, street tree diversity is to be attained citywide, even though it may not be attained on an individual street) to reduce the effect of loss of a tree species due to insect or disease outbreaks; and
  - d. A plan for the removal of invasive trees and shrubs shall be submitted at the time of ~~final~~ development review.

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- 3.1.3 The City shall continue to require that removal of regulated trees that are not subject to development plan approval shall be mitigated by on or off-site tree planting (or an equivalent exaction of fees).
- 3.1.4 ~~By 2003, the City shall continue to promote~~ prepare tree-lined streetscapes ~~guidelines~~ that preserve trees and are compatible ~~which require the preservation and establishment of tree-lined streets and compatibility~~ with existing infrastructure. ~~In order to promote compatibility with infrastructure,~~ Strategies such as placing overhead utilities underground, using aerial (or tree) cabling, planting trees ~~that are~~ compatible with overhead utilities and reserving street right-of-way for trees shall be implemented, when economically feasible. All trimming within the public right-of-way shall follow the standards of use the American National Standards Institute (ANSI) A300 and Z133.1, in order ~~Arborist Association's approved tree-pruning practices~~ to minimize the physical and aesthetic harm to trees that must be pruned.
- 3.1.5 The City shall continue to remove invasive trees and shrubs from its rights-of-way and property, and shall continue to inform private property owners of the benefits of removing invasive vegetation.
- 3.1.6 The City shall continue to exclude invasive vegetation from plant material permitted in landscape plans, and continue to encourage the use of native plants in landscape plans.
- 3.1.7 The City shall continue to have land development regulations that protect heritage, ~~and~~ champion, and other regulated trees as an important community resource. The regulations at a minimum shall include provisions for:
- a. Modifications to Variances from land development regulations in order to protect save and preserve regulated trees;
  - b. Levy of fines for the unlawful removal of trees as provided by the Code of Ordinances; ~~and~~
  - c. Setback requirements to protect trees before, during and after construction; ~~and~~
  - d. Adequate underground space for root development of newly planted trees.

#### GOAL 4

#### PROVIDE ONGOING MONITORING OF ENVIRONMENTAL RESOURCES AND MITIGATE CURRENT POLLUTION PROBLEMS AND POTENTIAL POINT SOURCES OF POLLUTION.

##### Objective 4.1

~~The City shall participate in an environmental monitoring program designed to identify problems and trends in local air, surface water, groundwater, and plant and animal habitat quality. This program shall also be used to evaluate the effectiveness of protective regulations.~~

- 4.1.1 ~~The City shall work with the Alachua County Environmental Protection Department and other appropriate organizations to design and implement a comprehensive and ongoing monitoring program for Gainesville's environmental resources. This program should have at least an urban area scope and shall produce a "state of the environment" report at least every five years.~~

## Objective 4.12

**The City shall identify pollution problems and parties responsible, and establish strategies to mitigate, remediate, or assist in the mitigation or remediation of these problems in all watersheds within Gainesville's city limits. ~~In consideration of the importance of water quality of the creeks in our community, priority shall be given to improving the quality of water entering Sweetwater Branch, Tumblin Creek and Hogtown Creek.~~**

- 4.12.1 ~~By 2003, T~~the City shall ~~maintain~~ submit a ~~its~~ National Pollutant Discharge Elimination System (NPDES) permit ~~from application to~~ FDEP in order to improve surface water quality.
- 4.12.2 The City shall continue to explore projects for improving water quality ~~in its watersheds,~~ including the study of sedimentation problems, in the Hogtown Creek watershed with the goal of reducing sediment accumulation in the vicinity of NW 34<sup>th</sup> Street by 2010.
- ~~4.2.3~~ The City shall continue to explore projects for improving water quality in Tumblin Creek that are identified in the City of Gainesville Master Stormwater Plan.
- 4.12.34 To enhance the quality of water entering Sweetwater Branch, the City ~~will~~ shall complete the construction of a master stormwater basin to treat flow from downtown Gainesville.
- ~~4.1.4~~ The City shall complete the Payne's Prairie Sheet Flow Restoration project during the planning period.
- ~~4.1.5~~ The City shall remain actively engaged as a stakeholder in the cleanup of the Cabot Carbon/Koppers Superfund Site.
- 4.12.5 The City shall ~~continue to~~ coordinate with the Alachua County Environmental Protection Department and other governmental entities in identifying pollution problems and providing documentation and other relevant assistance as appropriate and feasible towards the mitigation and remediation of pollution problems, including assistance as necessary in cases where sanctions may be imposed for violations of applicable environmental regulations.

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**Appendix B - Updated Associated Maps of Future Land Use Map Series**

# FUTURE LAND USE ELEMENT

## 100-year Flood Plain

### Legend

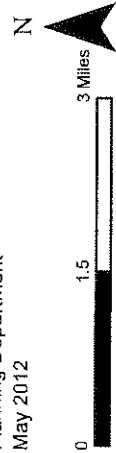
-  100-year Flood Plain
-  Gainesville City Limits

Source: Federal Emergency Management Administration (FEMA) Flood Insurance Rate Maps (FIRMs), 2004. 100-year Flood Plain based on FEMA categories A and A.E.

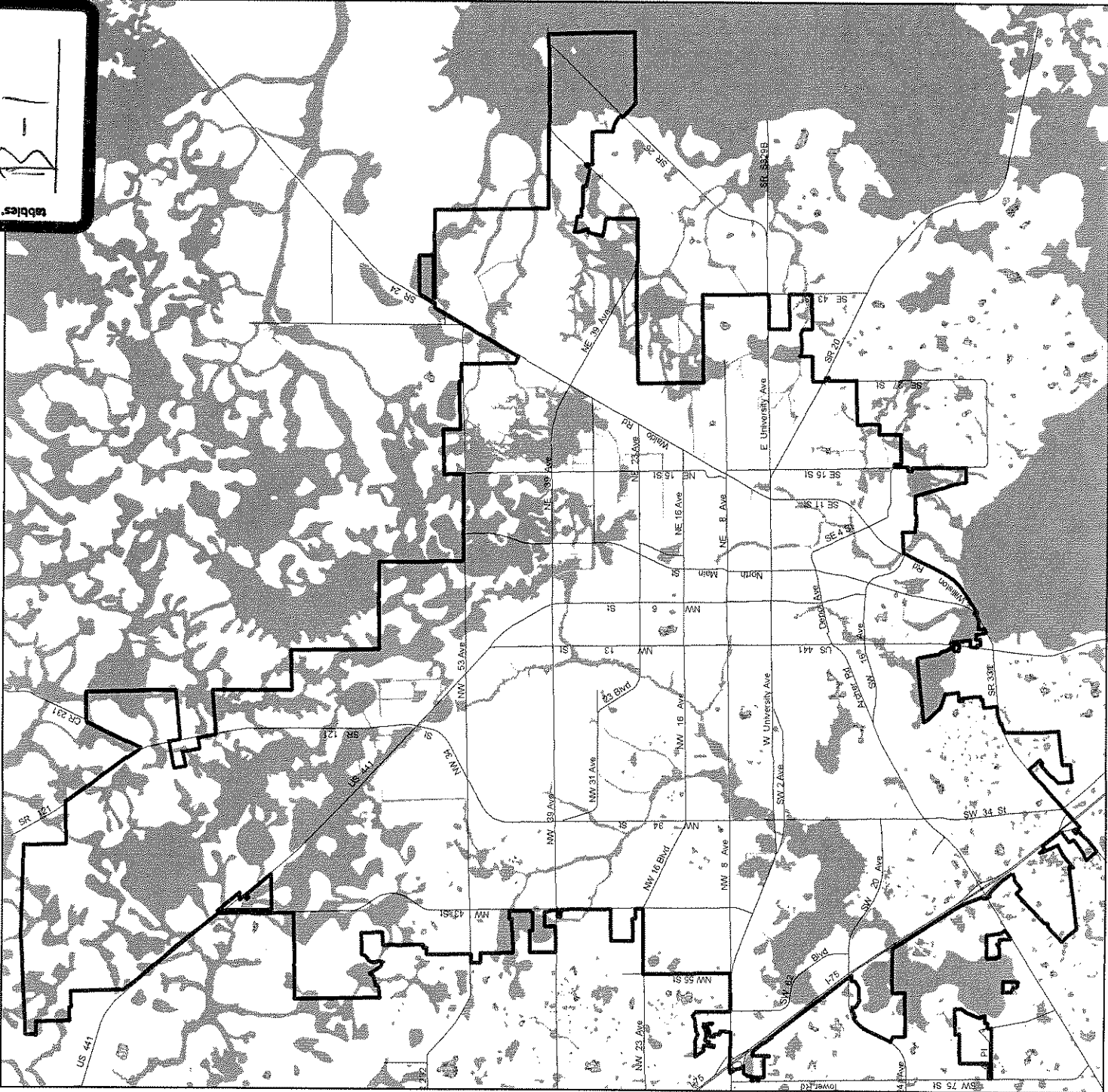
This map is for general reference use only. For more information, please contact the City of Gainesville.

## City of Gainesville Gainesville, Florida

Prepared by the  
Planning Department  
May 2012



**EXHIBIT**  
**B-1**



# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

## Wellfield Protection Zones

### Legend

**M** Murphree Wellfield & Water Treatment Plant

### Wellfield Protection Zones

Primary Zone

Secondary Zone

Tertiary Zone

Gainesville City Limits

Community Water System is defined as a public water system which serves at least 15 service connections used by year-round residents or regularly services at least 25 year-round residents. (Rule 17-550.200(7), FAC).

The protection zones are not an exact reflection of the wellfield's cone of depression.

These capture zones were delineated by using the EPTRAC module of EPA's Wellfield Protection Area Mode prepared by SJRWMD.

Source: Alachua County Department of Environmental Protection (2000)

## City of Gainesville Gainesville, Florida

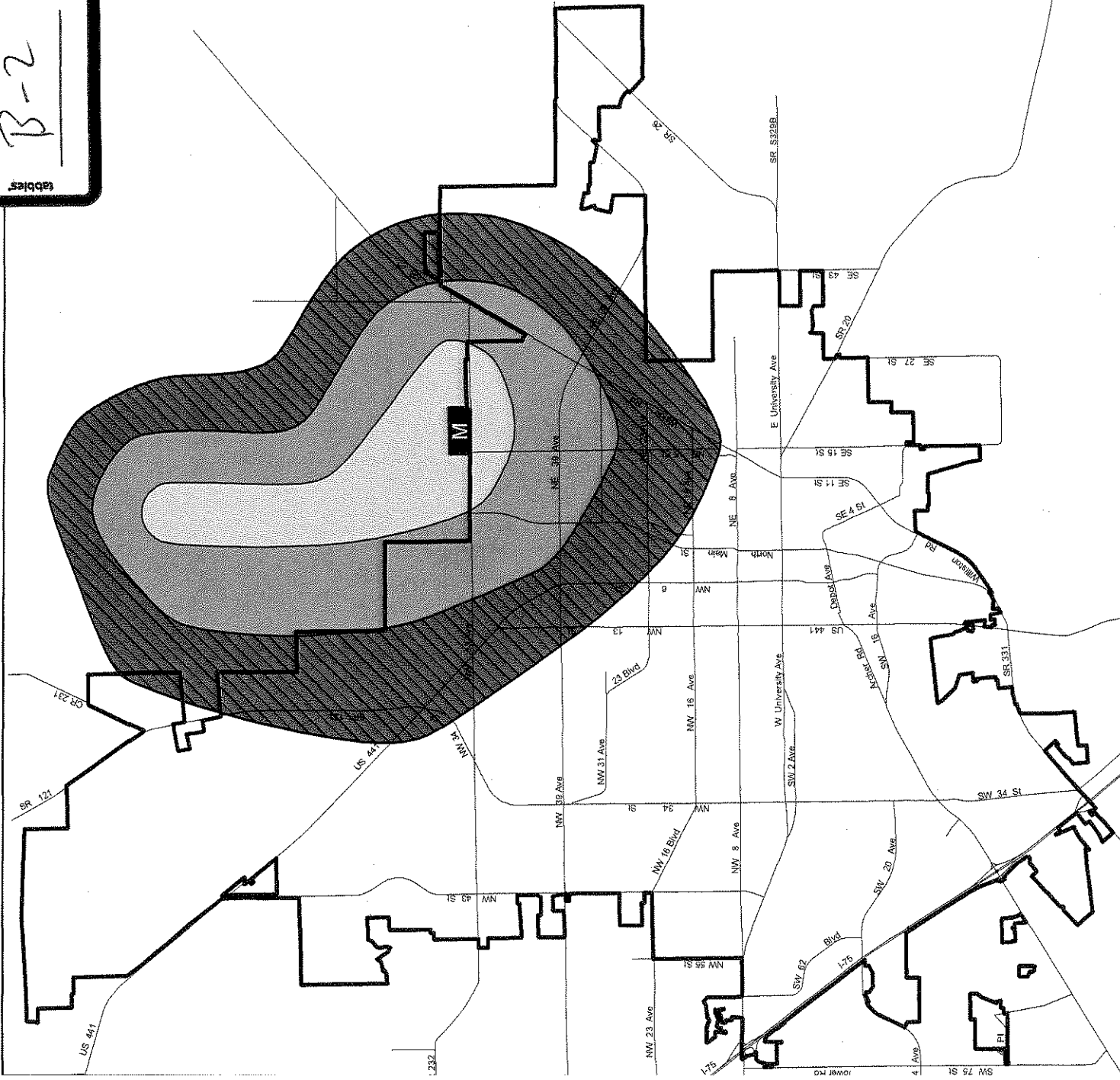
Prepared by the Planning & Development Services Department  
May 2012



0 1.25 2.5 Miles



EXHIBIT  
B-2  
tabbles



# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

## Floridan Aquifer High Recharge Area

### Legend

Lower Vulnerability

Vulnerable

High Vulnerability

Stream-to-Sink Basins

Gainesville City Limits

Note: High aquifer recharge areas are in stream-to-sink basins where the Floridan aquifer system is vulnerable or has High Vulnerability.

### Source:

Base Layer used to produce the Stream-to-Sink Basins Layer (FDEP, 1998)  
Generalization of Alachua County (Floridan) Aquifer Vulnerability Assessment Results (Advanced Geospatial Inc., 2008)

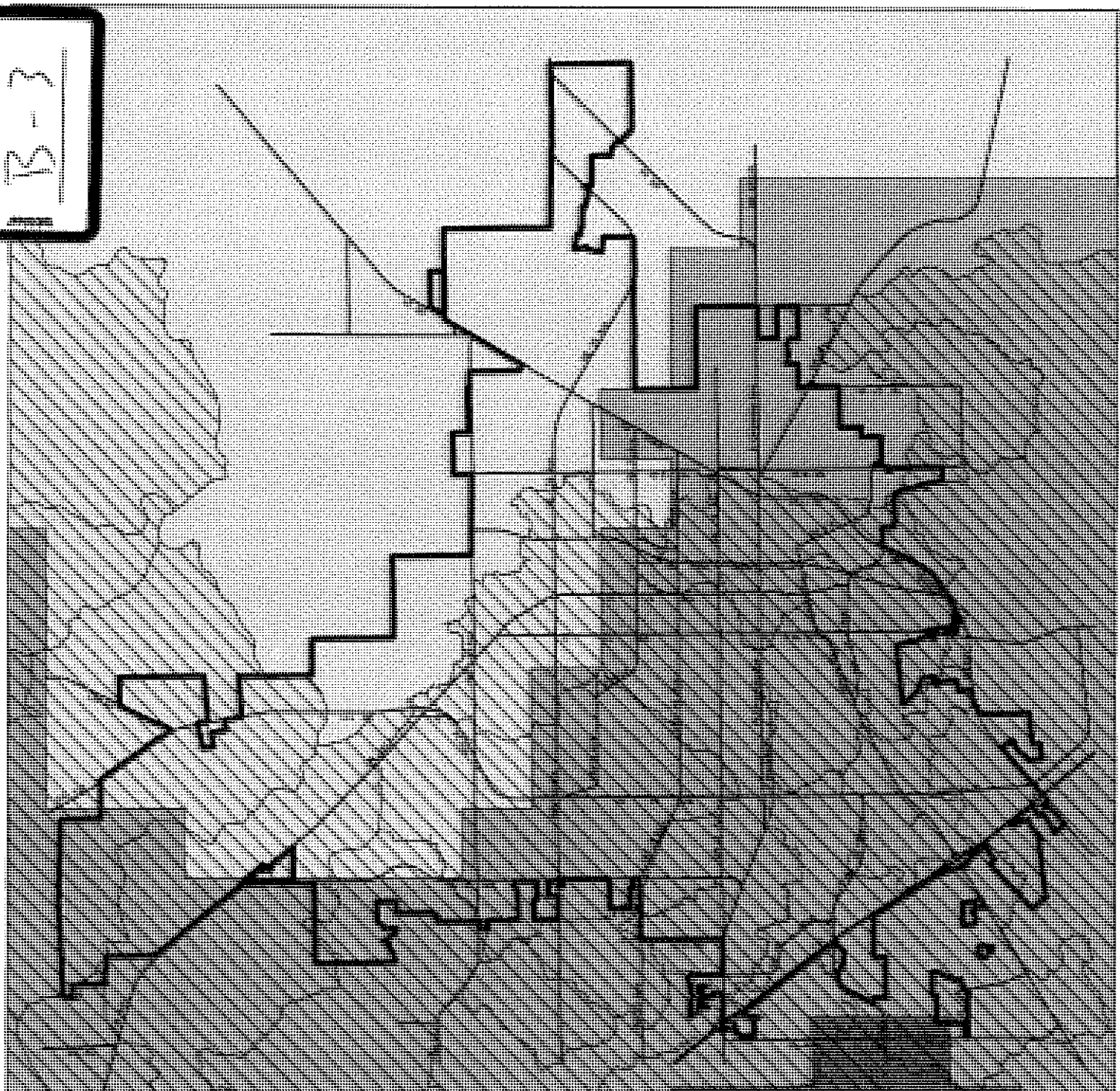
This map and the spatial data it contains are for general reference use only. For more information, contact the City of Gainesville.

## City of Gainesville Gainesville, Florida

Prepared by the Planning & Development  
Services Department  
May 2012



EXHIBIT  
B-3



# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

Surface Waters & Wetlands

## Legend

- \* Spring
- Wetland
- Lake
- Creek
- Gainesville City Limits

Original Source Data:  
 Wetlands & Lakes:  
 SJRWMD digital files  
 (sjlu95.shp, wetlands=  
 LU6000-6999 and  
 lakes=LU5200

## City of Gainesville Gainesville, Florida

Prepared by the  
 Planning Department  
 May 2012



3 Miles

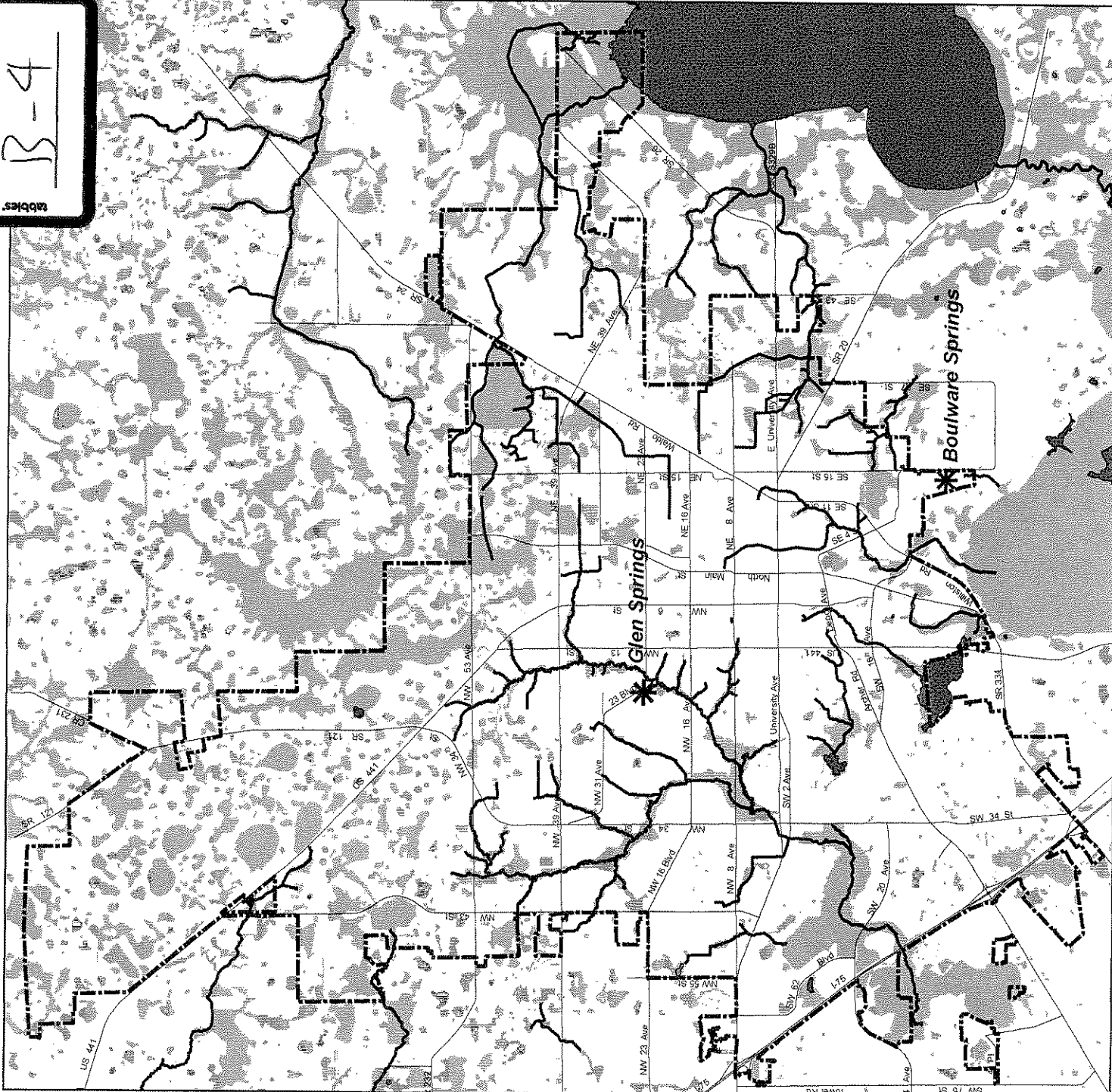
1.5

0

EXHIBIT

B-4

Tables





EXHIBIT

B-5

bbbles

# CONSERVATION, OPEN SPACE, & GROUNDWATER RECHARGE ELEMENT

## Active Mine Sites

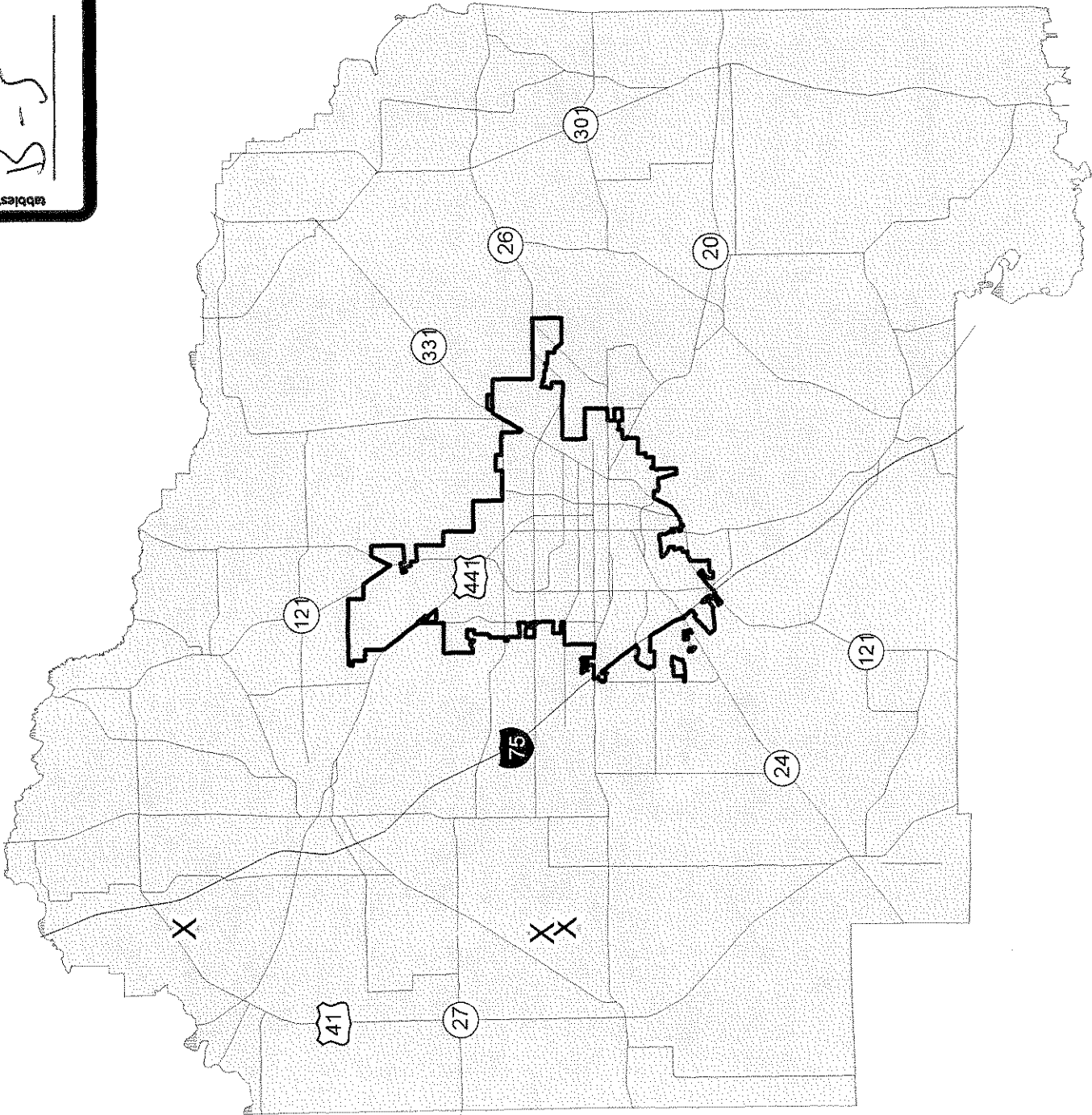
### Legend

- X Limestone Mine Site
- Gainesville City Limits
- ▨ Alachua County

Note: There are no active mine sites inside the City of Gainesville City Limits.  
 Source: Florida Department of Environmental Protection (FDEP) shapefile, 2006

## City of Gainesville Gainesville, Florida

Prepared by the  
 Planning Department  
 May 2012





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## Appendix C - Addendum to Data and Analysis for the Conservation, Open Space & Groundwater Recharge Element

### Exhibit C-1 *Floridan aquifer*

(Source: Planning & Development Services Department, May 2012)

The Floridan aquifer ground water system is the primary drinking water resource for the City and surrounding areas of Alachua County. To date, policies regarding identification and protection of “prime” ground water recharge areas have been based on regional analysis and mapping prepared by the St. Johns River Water Management District (SJRWMD) and the Suwannee River Water Management District (SRWMD), whose common boundary runs through the City area. A composite map entitled *Floridan Aquifer Recharge* is currently included in the Environmentally Significant Land & Resources Map Series of the Future Land Use Element. The area of the *Floridan Aquifer Recharge* map within the SJRWMD is based on quantified rates of recharge which are graphically depicted in five (5) rate categories, with the highest rate of recharge category labeled as “exceeding 12 inches per year.” The area of the map within the SRWMD is based on two generalized categories, “Moderate to High Recharge Potential” and “Moderate Recharge Potential.” Decisions regarding land use and development by the City have relied on this map as a technical reference in determining the location of areas of Floridan aquifer high recharge. In the absence of any other designation of “prime” ground water recharge criteria, the water management districts consider the categories “Exceeding 12 inches per year” and “Moderate to High Recharge Potential” to best represent areas of “Floridan aquifer high recharge.”

In recent years, the Florida Department of Environmental Protection, Florida Geological Survey (FGS) has conducted a comprehensive and detailed vulnerability analysis of the Floridan Aquifer System (FAS) in Alachua County using the methodologies developed for the statewide Florida Aquifer Vulnerability Assessment (FAVA). This analysis, the Alachua County Aquifer Vulnerability Analysis (ACAVA) is more refined than the statewide model due to the higher resolution of data involved. As opposed to the regionally described recharge concept used by the water management districts, the ACAVA incorporates local area vulnerability based on ground water quality information obtained from water well sampling, with emphasis on the watersheds of stream to sink basins through which surface waters are directly conveyed to the Floridan aquifer. Based on the ACAVA and the FAVA results, Alachua County has adopted a generalized map titled *Alachua County Floridan Aquifer High Recharge Area*, which provides a mapping of zones of relative vulnerability, ranging from High to Medium to Low Vulnerability, with an overlay zone of Stream-to-Sink Basins. It is extremely difficult to quantify recharge because of the heterogeneity and varying thickness of the sediments overlying the Floridan aquifer system and the stream-to-sink watersheds. In work conducted for the SRWMD by the USGS (JW Grubbs 1998 *Recharge rates to the Upper Floridan Aquifer in the SRWMD, Florida WRI 97-4283*), Grubbs used several techniques and came up with average annual recharge rates based on aquifer confinement, which assign numeric recharge values.

Staff recommends that the City replace the current reference map (*Floridan Aquifer Recharge* map) with the *Alachua County Floridan Aquifer High Recharge Area* map, rescaled to include only the central area of Alachua County, including the Urban Reserve Area. This change is recommended as the scale of focus is so different for the water management district purposes as opposed to local government purposes, and the local emphasis is so much more on vulnerability and contamination potential, rather than on ground water supply (which is the districts’ focus),

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with knowledge that the technical basis and expertise behind this revised mapping is quite sufficient to give confidence in the result.

Exhibit C-2    *Cabot Carbon/Koppers Superfund Site*  
(Source: GRU, June 2012)

The Cabot Carbon/Koppers superfund site is located along NW 23rd Avenue west of Main Street in Gainesville. Although they are considered as one superfund site, the Cabot Carbon (Cabot) and Koppers properties are actually two separate properties. The Cabot Carbon site is located at the corner of Main Street and 23rd Avenue, and is currently occupied by a shopping plaza and various commercial businesses. The Cabot Carbon site had been used to produce charcoal, turpentine and other products from pine stumps until 1967. The Koppers site is located just west of the Cabot site and was operated as a wood treating facility from 1916 to 2010. Both sites have been contaminated due to historical operations, which included the use of unlined lagoons for storing waste products.

The City of Gainesville does not have responsibility for cleaning up the site, nor does the City have regulatory authority over the site cleanup. However, the City (including both general government and GRU) will continue to be active as an affected stakeholder and push for cleanup of the site and provide technical review and comments to U.S. Environmental Protection Agency (EPA). The City, along with Alachua County and the Alachua County Health Department have formed a "local Intergovernmental Team (LIT) to represent the interests of the community, highlight local environmental concerns and provide technical input to EPA. By working together, the LIT members are able to leverage one another's technical strengths and avoid duplication of efforts, thus representing community interests more effectively and efficiently than if they worked independently. Team members and their roles include:

City of Gainesville (General Government) - The City of Gainesville active as a stakeholder in providing input to EPA and FDEP to ensure that both on-site and off-site contamination are cleaned up properly, so that public health and the environment are protected, and so that the site can be redeveloped in a manner that is beneficial to the community. The City has regulatory authority for certain site development issues and permitting, which are not regulated by EPA. The City provides expert opinions related to surface soil and creek sediment issues (on and offsite) and on-site stormwater management issues. The City's efforts also include assembling outside experts to assist in interacting with EPA and FDEP.

Gainesville Regional Utilities (GRU) - GRU (owned by the City of Gainesville) is focused on protecting the community's water supply wellfield which is located approximately two miles from the site. GRU's efforts have included assembling a team of experts with specialized expertise in remediation of wood treating sites. GRU and its team provide technical input to EPA to ensure that appropriate actions are taken to characterize and remediate the site, and to ensure that the community's drinking water supply is protected.

Alachua County Environmental Protection Department (ACEPD) — ACEPD provides local environmental and technical expertise in review of clean-up plans and contamination investigation actions on the Cabot Carbon/Koppers site and on neighboring impacted properties. ACEPD's role includes providing input to EPA and FDEP concerning local environmental conditions and codes

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and conveying community concerns related to cleanup and monitoring actions at the site. ACEPD also provides communication to the public and local officials on technical activities at the Cabot Carbon/Koppers Superfund Site including a web-based electronic library of technical documents.

Exhibit C-3    *Paynes Prairie Sheetflow Restoration Project*  
(Source: GRU, June 2012)

Gainesville Regional Utilities (GRU) and the City of Gainesville Public Works Department (GPWD) are constructing the Paynes Prairie Sheetflow Restoration Project. The project provides a cost-effective, integrated approach to solve several environmental problems. It will improve water quality and meet regulatory requirements for both GRU and GPWD. The state of Florida and EPA have established a Total Maximum Daily Load (TMDL) for Alachua Sink, which receives flow from Sweetwater Branch and is located within Paynes Prairie Preserve State Park. This TMDL requires all sources of nitrogen to Alachua Sink to be reduced. The GRU Main Street Water Reclamation Facility and the GPWD stormwater system are required to reduce nitrogen loads to Alachua Sink to meet this TMDL. The project will meet these requirements. In addition, the project will restore 1,300 acres of natural wetlands within the state park, protect drinking water, and provide a public park with hiking trails, boardwalks and other facilities.

The City is implementing the project in partnership with the Florida Department of Environmental Protection (FDEP), St. Johns River Water Management District (SJRWMD), and the Florida Department of Transportation (FDOT). The focal point of the project is a 125-acre constructed enhancement wetland, which will reduce nutrient loads from wastewater treatment plant effluent, stormwater runoff, septic tank drainage, and other sources (See Figure 1). The project will also include improvements to GRU Main Street Water Reclamation Facility (MSWRF), construction of facilities to intercept trash and sediment from stormwater, removal of man-made drainage ditches, and construction of a distribution channel to restore the natural flow pattern onto Paynes Prairie. Construction of the project is expected to be completed by 2015.

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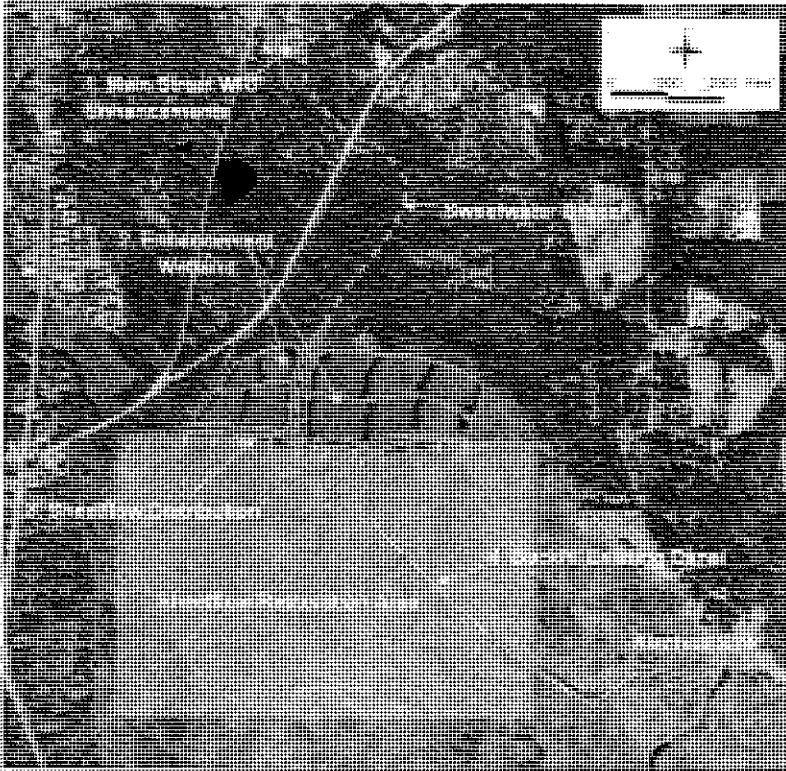


Figure 1. Paynes Prairie Sheetflow Restoration Project Conceptual Plan.

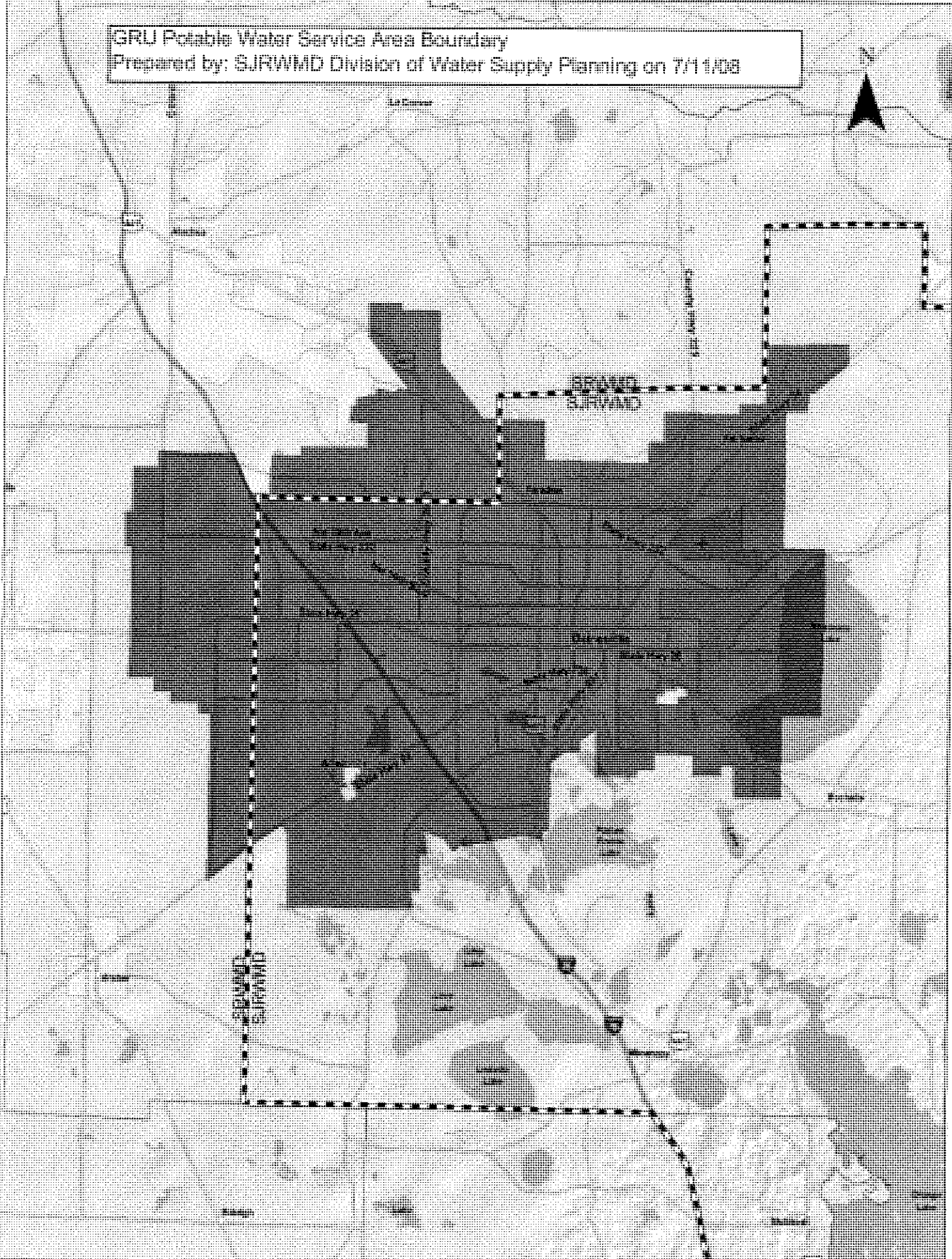
Exhibit C-4 *Potable Water Projected Needs and Sources*

(Sources: GRU June 2012; St. Johns River Water Management District, June 2012)

GRU provides centralized potable water service to approximately 63,000 residential customers and 6,000 commercial customers in the City and surrounding areas. The total population served is approximately 189,000 people. The City gets its potable water supply from the Floridan Aquifer. Water is withdrawn from the Floridan Aquifer at the Murphree Wellfield and is treated at the City's Murphree Water Treatment Plant before it is distributed to customers. Water withdrawal at the Murphree Wellfield is permitted through a consumptive use permit (CUP) through the St. Johns River Water Management District (SJRWMD).

The current CUP extends through 2014 and provides a maximum annual average withdrawal of 30 mgd. However, GRU will renew the permit prior to expiration. Based on the SJRWMD 2010 Water Supply Plan the projected demand for 2030 is 31.8 mgd. This projection is based on population projections and water use profiles. The City will continue to utilize groundwater from the Floridan Aquifer as its water supply. The City will continue to implement water conservation and water reuse measures to ensure adequate potable water supply to meet future demands.

GRU Potable Water Service Area Boundary  
Prepared by: SJRWMD Division of Water Supply Planning on 7/1/08



### GRU Population and Potable Water Demand Projections – Best Available Data

Note: GRU's service area encompasses all of the City of Gainesville and portions of unincorporated Alachua County

Year	Consumptive Use Permitting Process (permit issued by SJRWMD on 8/13/09; expires 8/11/14) <sup>1</sup>			SJRWMD Water Supply Planning Process (WSA 2010) <sup>2</sup>	
	Population	Demand (mgd)	Allocation [supply] (mgd)	Population	Demand (mgd)
2008	181,788	28.99			
2009	184,281	29.43	29.43		
2010	186,657	29.85	29.85	188,097	27.85
2011	189,237	30.29	30.00		
2012	191,701	30.73	30.00		
2013	194,052	31.15	30.00		
2014	196,292	31.55	30.00		
2015	198,424	31.94		195,174	28.90
2016	200,449	32.31			
2017	203,224	32.76			
2018	205,920	33.20			
2019	208,537	33.63			
2020	211,077	34.04		202,806	30.03
2021	213,540	34.45			
2022	215,927	34.84			
2023	218,240	35.22			
2024	220,478	35.59			
2025	222,643	35.95		210,278	31.13
2026	224,734	36.29			
2027	227,363	36.72			
2028	230,024	37.15			
2029					
2030				214,680	31.79

Note: Actual groundwater used by GRU in years 2009, 2010 and 2011 was less than the CUP groundwater allocations for those years (24.2 mgd, 22.6 mgd and 24.06 mgd, respectively).

Note: SJRWMD will be completing a new water supply planning process (North Florida regional water supply planning process) in 2013-2014 that should result in updated population and demand projections for GRU as well as the identification of feasible alternative water supply options through 2035.

Note: GRU will file a CUP renewal application prior to the 8/11/14 expiration date. At that time, it is anticipated that GRU and SJRWMD will work together to identify adequate water supply for the GRU service area through a combination of groundwater, reclaimed water and water conservation.

<sup>1</sup> Population and demand projections provided by GRU to SJRWMD on 1/30/08 in response to RAI #2. Allocations are from the CUP issued by SJRWMD on 8/13/09.

<sup>2</sup> Projections prepared by SJRWMD as part of the 2010 Water Supply Assessment. Population projections are based on 2009 medium BEBR.



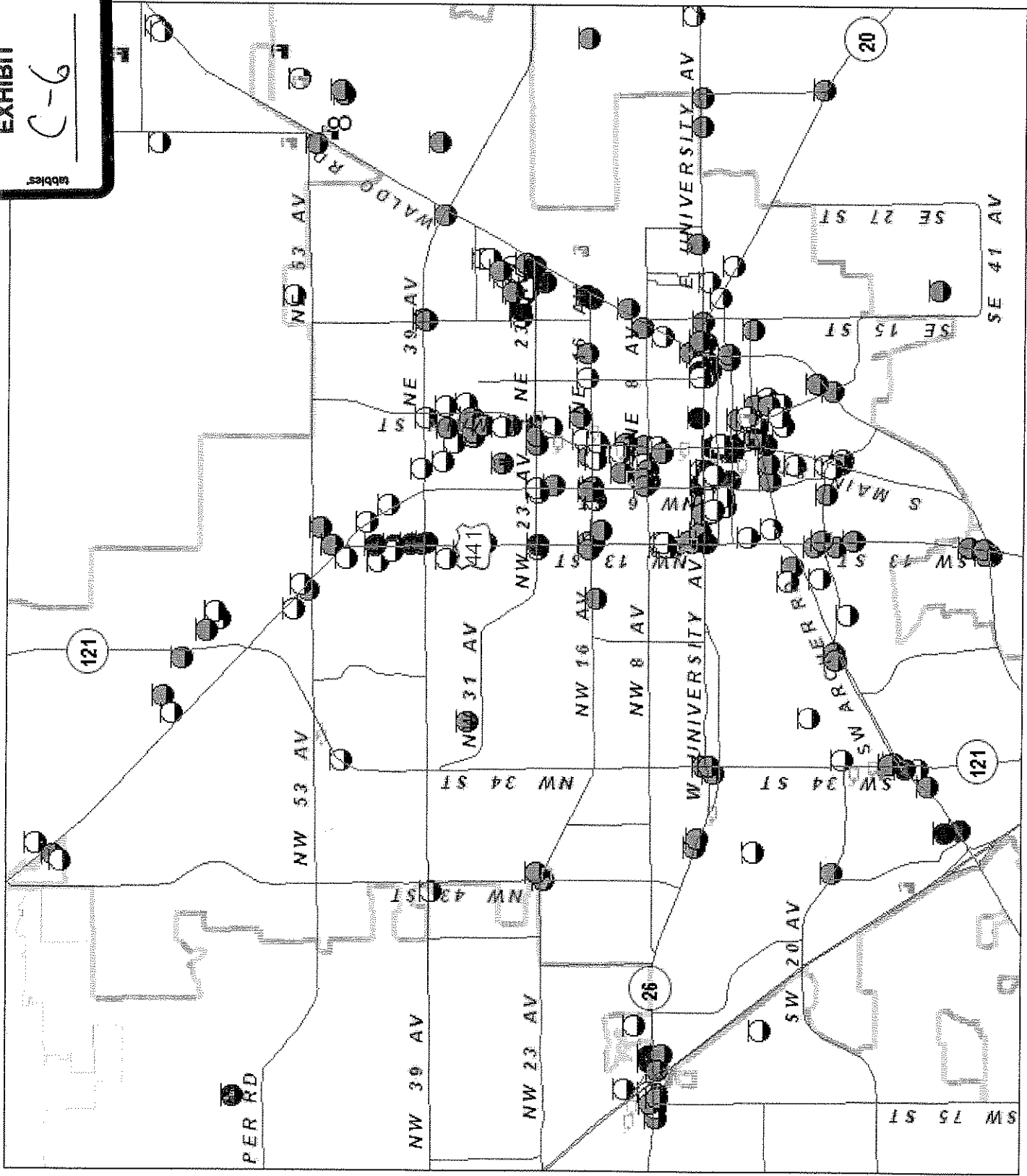


**EXHIBIT**  
C-6

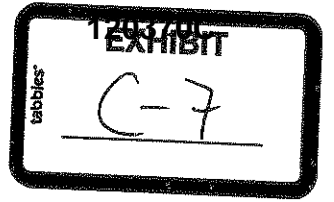
tables

**City of Gainesville  
Distribution of  
Contaminated Sites**

- Legend**
- Petroleum Cleanup Sites**
    - ACTIVE
    - INACTIVE
    - NFA
  - Drycleaner Cleanup Sites (172808)**
  - Hazmat Cleanup Sites (212802)**
    - CAH
    - RAP
  - City Boundaries**
  - Water Features**
  - N**
  - 0 5,500 11,000 Feet**
  - 120370C**



**DISCLAIMER:** This map and the spatial data it contains are made available as a public service, to be used for reference purposes only. The Alachua County Environmental Protection Department provides this information AS IS without warranty of any kind, implied or expressed, regarding accuracy, completeness, or fitness of use. The quality of the data is dependent on the various sources from which each data layer is obtained.



	Gainesville Contaminated Sites		
	Total # Sites	Active Cleanup Sites	Inactive Cleanup Sites
Dry Cleaners Sites	19		19
Hazmat Cleanup Sites	10	10	0
Petroleum Cleanup Sites	270	37	111
<b>Total</b>	<b>389</b>	<b>47</b>	<b>130</b>
<b>Map Legend Abbreviations</b>			
<b>A</b> = Petroleum Contaminated Site - Current Cleanup Activity Occurring			
<b>I</b> = Petroleum Contaminated Site - No current cleanup action due to low priority			
<b>NFA</b> = Cleaned Up Petroleum Site			
<b>0</b> = Inactive Drycleaner Site - Potentially Contaminated Site, No Cleanup Activity			
<b>1</b> = Active Drycleaner Cleanup Site- Contaminated Site- Cleanup Activity Ongoing			
<b>CAR</b> = Contaminated Non-Petroleum Site- Contamination Assessment Phase			
<b>RAP</b> = Contaminated Non-Petroleum Site- Remedial Action Plan Phase			
<b>NFA</b>			
<b>122</b>			



SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	FNAI STATUS*
<b>RARE PLANTS</b>				
<i>Acacia angustissima</i> var. <i>hirta</i>	Prairie Acacia		E	
<i>Adiantum tenerum</i>	Brittle Maidenhair		E	G5 S3
<i>Agrimonia incisa</i>	Incised Groovebur		E	G3 S2
<i>Andropogon arctatus</i>	Pinewoods Bluestem		T	G3 S3
<i>Amoglossum diversifolium</i>	Variable-leaved Indian Plantain		T	G2 S2
<i>Asplenium pumilum</i>	Dwarf Spleenwort		E	G5 S1
<i>Asplenium verecundum</i>	Modest Spleenwort		E	G1 S1
<i>Athyrium filix-femina</i>	Southern Lady Fern		T	
<i>Blechnum occidentale</i> var. <i>minor</i>	Hammock fern		E	G5 S1
<i>Brickellia cordifolia</i>	Flyr's nemesis		E	G2G3 S2
<i>Callirhoe papaver</i>	Poppy Mallow		E	G5 S2
<i>Calopogon multiflorus</i>	Manyflowered Grass-pink		E	G2G3 S2S3
<i>Calycanthus floridus</i>	Carolina allspice		E	G5 S2
<i>Carex chapmanii</i>	Chapman's sedge		t	G3 S3
<i>Centrosema arenicola</i>	Pineland Butterfly Pea		E	G2Q S2
<i>Cheilanthes microphylla</i>	Southern Lip Fern		E	G5 S3
<i>Cleistes bifaria</i>	Small Spreading Pogonia		T	G4 S3
<i>Cleistes divaricata</i>	Spreading Pogonia		T	G4 S1
<i>Coelorachis tuberculosa</i>	Florida Jointtailgrass		T	G3 S3
<i>Ctenium floridanum</i>	Florida Toothachegrass	MC	E	G2 S2
<i>Drosera intermedia</i>	Spoonleaf Sundew		T	G5 S3
<i>Epidendrum conopseum</i>	Green-fly Orchid		CE	
<i>Forestiera godfreyi</i>	Godfrey's Swamp Privet		E	G2 S2
<i>Habenaria nivea</i>	Snowy Orchid		T	
<i>Hexalectris spicata</i>	Crested Coralroot		E	
<i>Lilium catesbaei</i>	Catesby's Lily		T	G5 S1
<i>Listera australis</i>	Southern Twayblade Orchid		T	
<i>Litsea aestivalis</i>	Pondspice		E	G3 S2
<i>Lobelia cardinalis</i>	Cardinalflower		T	
<i>Malaxis unifolia</i>	Green Adder's-Mouth Orchid		E	G5 S3
<i>Matelea flavidula</i>	Carolina milkvine	MC	E	G2 S2
<i>Matelea floridana</i>	Florida Spinypod		T	G2 S2
<i>Matelea gonocarpus</i>	Anglepod		E	
<i>Matelea pubiflora</i>	Sandhill Spinypod		E	G3? S1
<i>Matelea</i> spp	Milkvine species		T/E	
<i>Najas filifolia</i>	Slender Naiad		T	G1 S1
<i>Pecluma dispersa</i>	Widespread Polypody		E	G5 S2
<i>Pinguicula caerulea</i>	Blueflower Butterwort		T	
<i>Pinguicula lutea</i>	Yellow Butterwort		T	
<i>Platanthera blephariglottis</i>	White-fringed Orchid		T	
<i>Platanthera ciliaris</i>	Yellow-fringed Orchid		T	
<i>Platanthera cristata</i>	Crested-fringed Orchid		T	
<i>Platanthera flava</i>	Southern Tubercled Orchid		T	
<i>Pogonia ophioglossoides</i>	Rose Pogonia		T	
<i>Polygonum meisnerianum</i>	Mexican Tearthumb		E	G5?T5? S1

SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	FNAI STATUS*
<i>Pycnanthemum floridanum</i>	Florida Mountain-mint			G3 S3
<i>Pteroglossaspis ecrinata</i>	Giant Orchid	MC	T	G2 S2
<i>Rhododendron austrinum</i>	Florida Flame Azalea		E	G3 S3
<i>Rhus michauxii</i>	Michaux's Sumac	E	E	G1
<i>Saccolia lanceolata</i>	Leafless Beaked Ladiestresses		T	
<i>Salix floridana</i>	Florida Willow		E	G2 S2
<i>Salvia urticifolia</i>	Nettle-leafed Sage		E	G5 S1
<i>Sarracenia minor</i>	Hooded Pitcherplant		T	
<i>Schoenolirion croceum</i>	Yellow Sunnybell		E	G4 S2
<i>Sideroxylon alachuense</i>	Silver Buckthorn		E	G1 S1
<i>Sideroxylon lycioides</i>	Buckthorn Bully		E	G5 S2
<i>Spiranthes brevibras</i>	Texas ladiestresses		E	G1 S1
<i>Spiranthes ovalis</i>	October Ladiestresses		E	
<i>Spiranthes tuberosa</i>	Little Ladiestresses		T	
<i>Thelypteris reptans</i>	Creeping Star-hair Fern		E	G5 S2
<i>Tipularia discolor</i>	Crane-fly Orchid		T	
<i>Triphora trianthophoros</i>	Three-birds Orchid		T	
<i>Verbesina heterophylla</i>	Variable-leaved Crownbeard	MC		G2 S2
<i>Zephyranthes atamasco</i>	Atamasco Lily		T	
<i>Zephyranthes simpsonii</i>	Simpon's Rain Lily		T	G2G3 S2S3
<i>Zephyranthes treatiae</i>	Treat's Rain Lily		T	
<i>Zephyranthes spp</i>	Rain Lily species		T	
<b>RARE ANIMALS</b>				
<b>INVERTEBRATES</b>				
<i>Sphodros rufipes</i>	Red-legged purseweb spider			G4S3
<i>Autochton cellus</i>	Golden-banded Skipper			G4S1
<i>Cordulegaster sayi</i>	Say's Spiketail			G2 S2
<i>Nemopalpus nearcticus</i>	Sugarfoot Moth Fly			G1G2 S1S2
<b>AMPHIBIANS</b>				
<i>Ambystoma cingulatum</i>	Flatwoods Salamander	T	SSC	G2G3 S2S3
<i>Ambystoma tigrinum</i>	Eastern Tiger Salamander			G5 S3
<i>Amphiuma pholeter</i>	One-toed Amphiuma			G3 S3
<i>Desmognathus auriculatus</i>	Southern Dusky Salamander			G5 S3
<i>Hemidactylium scutatum</i>	Four-toed Salamander			G5 S2
<i>Notophthalmus perstriatus</i>	Striped Newt			G2G3 S2S3
<i>Rana capito</i>	Gopher Frog		SSC	G3G4 S3
<i>Rana virgatipes</i>	Carpenter Frog			G5 S2
<i>Stereochilus marginatus</i>	Many-lined Salamander			G5 S1
<b>REPTILES</b>				
<i>Alligator mississippiensis</i>	American Alligator	T(s/a)	SSC	G5 S4
<i>Clemmys guttata</i>	Spotted Turtle			G5 S3?
<i>Crotalus adamanteus</i>	Eastern Diamondback Rattlesnake			G4 S3
<i>Crotalus horridus</i>	Timber Rattlesnake			G4 S3
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	T	T	G4T3 S3
<i>Gopherus polyphemus</i>	Gopher Tortoise		T	G3 S3

SCIENTIFIC NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	FNAI STATUS*
<i>Heterodon simus</i>	Southern Hognose Snake			G2 S2
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake		SSC	G4T3 S3
<i>Lampropeltis getula</i>	Common Kingsnake			G5 S2S3
<i>Lampropeltis extenuata</i>	Short-tailed Snake		T	G3 S3
<b>BIRDS</b>				
<i>Aimophila aestivalis</i>	Bachman's Sparrow			G3 S3
<i>Aramus guarana</i>	Limpkin		SSC	G5 S3
<i>Falco sparverius paulus</i>	Southeastern Kestrel		T	G5T4 S3
<i>Grus canadensis pratensis</i>	Florida Sandhill Crane		T	G5T2T3 S2S3
<i>Haliaeetus leucocephalus</i>	Bald Eagle	T	T	G4 S3
<i>Mycteria americana</i>	Wood Stork	E	E	G4 S2
<i>Picoides borealis</i>	Red-cockaded Woodpecker	E	T	G3 S2
<i>Picoides villosus</i>	Hairy Woodpecker			G5 S3
<i>Sitta carolinensis</i>	White-breasted Nuthatch			G5 S2
<i>Sitta pusilla</i>	Brown-headed Nuthatch			NR
<i>Speotyto cunicularia</i>	Burrowing Owl		SSC	G4T3 S3
<b>MAMMALS</b>				
<i>Lontra canadensis</i>	River Otter			
<i>Podomys floridanus</i>	Florida Mouse		SSC	G3 S3
<i>Sciurus niger shermani</i>	Sherman's Fox Squirrel		SSC	G5T3 S3
<i>Ursus americanus floridanus</i>	Florida Black Bear		T*	G5T2 S2
<b>Summary:</b>				
E = Endangered				
T = Threatened				
T* = Threatened in all Florida counties except Columbia and Baker				
T/E = State threatened or endangered depending on species				
T(s/a) = Threatened due to similarity of appearance				
SSC = Species of Special Concern				
MC = Management Concern				
CE = Commercially Exploited				
FNAI Status Nomenclature (G-Global, S-State) - see code usage on FNAI website				
<b>Sources:</b>				
FNAI Oct 2002: FNAI tracking nomenclature ( <a href="http://www.fnai.org">www.fnai.org</a> ).				
DOACS: Florida Protected Plant Species List ( <a href="http://www.doacs.state.fl.us/~pi/5b-40.htm">www.doacs.state.fl.us/~pi/5b-40.htm</a> ).				
FWS: Federal Animal and Plant List ( <a href="http://www.endangered.fws.gov">www.endangered.fws.gov</a> ).				
MC listing: Federal internal listing found at <a href="http://www.fnai.org">www.fnai.org</a> . MC listing status has been verified with FWC only for species on this list.				
FFWCC: Florida Fish and Wildlife Conservation Commission, Florida Protected Animal species listings ( <a href="http://www.floridaconservation.org/pubs/endanger.pdf">www.floridaconservation.org/pubs/endanger.pdf</a> ).				

### Local & Regional Parks & Recreation

- Community Park
- Conservation Area
- Local Nature Park
- ADP Acquired Properties
- Multi-Park
- Highland Park
- Highland Stadium
- Regional Park
- Special Park
- Clear City Conservation
- Real Trail
- Cracks
- Lakes

**EXHIBIT**  
**C-9**  
Tables



**Parks & Recreation Staff**

1. Director	36. Park & Recreation Supervisor	61. Park Supervisor	86. Park Supervisor
2. Assistant Director	37. Park Supervisor	62. Park Supervisor	87. Park Supervisor
3. Assistant Director	38. Park Supervisor	63. Park Supervisor	88. Park Supervisor
4. Assistant Director	39. Park Supervisor	64. Park Supervisor	89. Park Supervisor
5. Assistant Director	40. Park Supervisor	65. Park Supervisor	90. Park Supervisor
6. Assistant Director	41. Park Supervisor	66. Park Supervisor	91. Park Supervisor
7. Assistant Director	42. Park Supervisor	67. Park Supervisor	92. Park Supervisor
8. Assistant Director	43. Park Supervisor	68. Park Supervisor	93. Park Supervisor
9. Assistant Director	44. Park Supervisor	69. Park Supervisor	94. Park Supervisor
10. Assistant Director	45. Park Supervisor	70. Park Supervisor	95. Park Supervisor
11. Assistant Director	46. Park Supervisor	71. Park Supervisor	96. Park Supervisor
12. Assistant Director	47. Park Supervisor	72. Park Supervisor	97. Park Supervisor
13. Assistant Director	48. Park Supervisor	73. Park Supervisor	98. Park Supervisor
14. Assistant Director	49. Park Supervisor	74. Park Supervisor	99. Park Supervisor
15. Assistant Director	50. Park Supervisor	75. Park Supervisor	100. Park Supervisor
16. Assistant Director	51. Park Supervisor	76. Park Supervisor	101. Park Supervisor
17. Assistant Director	52. Park Supervisor	77. Park Supervisor	102. Park Supervisor
18. Assistant Director	53. Park Supervisor	78. Park Supervisor	103. Park Supervisor
19. Assistant Director	54. Park Supervisor	79. Park Supervisor	104. Park Supervisor
20. Assistant Director	55. Park Supervisor	80. Park Supervisor	105. Park Supervisor
21. Assistant Director	56. Park Supervisor	81. Park Supervisor	106. Park Supervisor
22. Assistant Director	57. Park Supervisor	82. Park Supervisor	107. Park Supervisor
23. Assistant Director	58. Park Supervisor	83. Park Supervisor	108. Park Supervisor
24. Assistant Director	59. Park Supervisor	84. Park Supervisor	109. Park Supervisor
25. Assistant Director	60. Park Supervisor	85. Park Supervisor	110. Park Supervisor
26. Assistant Director	61. Park Supervisor	86. Park Supervisor	111. Park Supervisor
27. Assistant Director	62. Park Supervisor	87. Park Supervisor	112. Park Supervisor
28. Assistant Director	63. Park Supervisor	88. Park Supervisor	113. Park Supervisor
29. Assistant Director	64. Park Supervisor	89. Park Supervisor	114. Park Supervisor
30. Assistant Director	65. Park Supervisor	90. Park Supervisor	115. Park Supervisor
31. Assistant Director	66. Park Supervisor	91. Park Supervisor	116. Park Supervisor
32. Assistant Director	67. Park Supervisor	92. Park Supervisor	117. Park Supervisor
33. Assistant Director	68. Park Supervisor	93. Park Supervisor	118. Park Supervisor
34. Assistant Director	69. Park Supervisor	94. Park Supervisor	119. Park Supervisor
35. Assistant Director	70. Park Supervisor	95. Park Supervisor	120. Park Supervisor

**Neighborhoods and Schools**

1. 40 Acres Center	46. Howard Park	86. Park Supervisor
2. 40 Acres Center	47. Howard Park	87. Park Supervisor
3. 40 Acres Center	48. Howard Park	88. Park Supervisor
4. 40 Acres Center	49. Howard Park	89. Park Supervisor
5. 40 Acres Center	50. Howard Park	90. Park Supervisor
6. 40 Acres Center	51. Howard Park	91. Park Supervisor
7. 40 Acres Center	52. Howard Park	92. Park Supervisor
8. 40 Acres Center	53. Howard Park	93. Park Supervisor
9. 40 Acres Center	54. Howard Park	94. Park Supervisor
10. 40 Acres Center	55. Howard Park	95. Park Supervisor
11. 40 Acres Center	56. Howard Park	96. Park Supervisor
12. 40 Acres Center	57. Howard Park	97. Park Supervisor
13. 40 Acres Center	58. Howard Park	98. Park Supervisor
14. 40 Acres Center	59. Howard Park	99. Park Supervisor
15. 40 Acres Center	60. Howard Park	100. Park Supervisor
16. 40 Acres Center	61. Howard Park	101. Park Supervisor
17. 40 Acres Center	62. Howard Park	102. Park Supervisor
18. 40 Acres Center	63. Howard Park	103. Park Supervisor
19. 40 Acres Center	64. Howard Park	104. Park Supervisor
20. 40 Acres Center	65. Howard Park	105. Park Supervisor
21. 40 Acres Center	66. Howard Park	106. Park Supervisor
22. 40 Acres Center	67. Howard Park	107. Park Supervisor
23. 40 Acres Center	68. Howard Park	108. Park Supervisor
24. 40 Acres Center	69. Howard Park	109. Park Supervisor
25. 40 Acres Center	70. Howard Park	110. Park Supervisor
26. 40 Acres Center	71. Howard Park	111. Park Supervisor
27. 40 Acres Center	72. Howard Park	112. Park Supervisor
28. 40 Acres Center	73. Howard Park	113. Park Supervisor
29. 40 Acres Center	74. Howard Park	114. Park Supervisor
30. 40 Acres Center	75. Howard Park	115. Park Supervisor
31. 40 Acres Center	76. Howard Park	116. Park Supervisor
32. 40 Acres Center	77. Howard Park	117. Park Supervisor
33. 40 Acres Center	78. Howard Park	118. Park Supervisor
34. 40 Acres Center	79. Howard Park	119. Park Supervisor
35. 40 Acres Center	80. Howard Park	120. Park Supervisor

City of Greenville  
Department of Planning and Development Services  
June 2009

This document is informational only. It is not intended to be used as a basis for any decision, action, or inaction. The City of Greenville does not warrant its responsibility for any errors or omissions. For more information, please contact the City of Greenville, 1000 W. Main Street, Greenville, SC 29601.

**Petition PB-12-61 CPA.** City of Plan Board. Update the City of Gainesville Comprehensive Plan Conservation, Open Space & Groundwater Recharge Element, and update associated maps in the Future Land Use Map Series.

The presentation was made by Lead Planner Dean Mimms, AICP. Mr. Mimms summarized the proposed changes to the Goals, Objectives and Policies in the element, and presented the changes to the Future Land Use Map Series that are also needed. Chair Ackerman requested information about which City-owned properties were included on the City of Gainesville Registry of Protected Public Places. Staff indicated that they would provide the information to the Plan Board. (NOTE: this information was provided to Plan Board members in an e-mail dated 7/11/12)

<b>Motion By:</b> Crystal Goodison	<b>Seconded By:</b> Pete Johnson
<b>Moved To:</b> Approve Petition PB-12-61 CPA.	<b>Upon Vote:</b> 5:0





PLANNING &amp; DEVELOPMENT SERVICES DEPARTMENT

PO BOX 490, STATION 11  
GAINESVILLE, FL 32627306 N.E. 6<sup>TH</sup> AVENUE

P: (352) 334-5022

P: (352) 334-5023

F: (352) 334-2648

**TO: City Plan Board****Item Number: 7****FROM: Planning & Development Services Department  
Staff****DATE: October 25, 2012****SUBJECT: Petition PB-12-114 CPA. City Plan Board. Amend the City of Gainesville  
Comprehensive Plan Capital Improvements Element for the Evaluation and  
Appraisal Process.****Recommendation**

Approve Petition PB-12-114 CPA.

**Description**

The purpose of this petition is to amend the Gainesville Comprehensive Plan for the Evaluation and Appraisal process. The Capital Improvements Element (CIE) was substantially updated by Ordinance 110925 on September 6, 2012. In the process of preparing updates of other elements of the Comprehensive Plan, staff has identified additional changes that should be made to the CIE for compliance with Chapter Law 2011-139. These changes include addition of a policy regarding transportation level of service (new Policy 1.2.2), deletion of a policy (1.3.6) regarding mitigation of transportation impacts, and addition of a policy (new Policy 1.2.7) regarding concurrency requirements for public school facilities.

New Policy 1.2.2 is needed to make it clear that the adopted level of service for transportation is solely for planning purposes and not for applying transportation concurrency. Transportation concurrency is now optional and Transportation Concurrency Exception Areas (TCEAs) were stricken in Chapter Law 2011-139. As part of the Evaluation and Appraisal update of the Comprehensive Plan, the City Commission directed staff to rescind transportation concurrency and replace the TCEA with a citywide transportation mobility program (Legistar 120284).

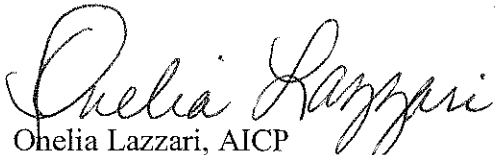
Policy 1.3.6 is proposed for deletion because it is related to transportation concurrency, which is being rescinded. New Policy 1.2.7 is needed due to statutory changes regarding concurrency requirements for public school facilities that were made by the Florida Legislature in 2011. Other changes include but are not limited to deletion of Policy 1.1.11 due to redundancy with Policy 1.1.4 and the elimination of proportionate fair-share from Florida Statutes, and changes within old Policy 1.2.5 (renumbered as 1.2.1) regarding the Transportation Element and the to-be-stricken Concurrency Management Element.

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October 25, 2012

The proposed amendments to the Goals, Objectives, and Policies of the Capital Improvements Element are attached, as Appendix A. Additions are underlined and deletions are shown as stricken.

Appendix B contains a copy of Section 163.3180, Florida Statutes, which pertains to concurrency. This is provided for reference because various proposed changes to the CIE pertain to concurrency.

Respectfully Submitted,

  
Ohelia Lazzari, AICP  
Principal Planner

Prepared by:   
Dean Mimms, AICP  
Lead Planner

Petition PB-12-114  
October 25, 2012

**List of Appendices**

**Appendix A –Updated Capital Improvements Element of City of Gainesville Comprehensive Plan**

Exhibit A-1 Updated Capital Improvements Element

**Appendix B – Statutory Section on Concurrency**

Exhibit B-1 F.S. 163.3180 Concurrency

**Appendix C- Application**

Exhibit C-1 Application

Petition PB-12-114  
October 25, 2012

## **Appendix A - Updated Capital Improvements Element of City of Gainesville Comprehensive Plan**

### Exhibit A-1 Updated Capital Improvements Element

## **CAPITAL IMPROVEMENTS ELEMENT**

### **GOAL 1**

**TO PROVIDE AND MAINTAIN, IN A TIMELY FASHION, ADEQUATE, EFFICIENT, RELIABLE, EQUITABLE AND ENVIRONMENTALLY SOUND PUBLIC FACILITIES THAT ARE FINANCIALLY FEASIBLE.**

### **Objective 1.1**

**The City shall use, in its biennial budget process, the 5-Year Schedule of Capital Improvements to set funding levels for the provision, renewal or replacement of public facilities necessary to meet and maintain the adopted Level of Service (LOS) standards for existing and future populations.**

#### Policies

##### 1.1.1

The Capital Improvements Element shall only include facility expenditure information for the facility types with adopted LOS standards (Transportation **Mobility**, Potable Water, Water Supply, Wastewater, Recreation, Public Schools Facilities and Stormwater Management). Existing and projected facility needs identified in those Elements are included in this Element. Other capital expenditures are listed in the biennial budget and the City's 5-Year Capital Improvement Plan or Gainesville Regional Utilities' (GRU) 6-Year Capital Improvement Plan.

##### 1.1.2

The Capital Improvements Element shall define a capital improvement as land, non-structural improvements to land and structures (including the costs for design, permitting, construction, furnishings and equipment) with a unit cost of \$25,000 or more. The improvement shall have an expected life of at least 2 years.

##### 1.1.3

The City shall schedule and fund City capital projects shown in the 5-Year Schedule of Capital Improvements included in this Element.

##### 1.1.4

The City shall annually review and update the Capital Improvements Element and 5-Year Schedule of Capital Improvements during the regular budget planning and adoption process.

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#### 1.1.5

The City and GRU shall continue their policies of annually including capital projects and capital equipment as part of their adopted budgets.

#### 1.1.6

The City's Capital Improvements Element shall be considered a component of the City's overall Capital Improvements Program (CIP) in the annual budget appropriations and the 5-Year Capital Improvement Plan (5-YR CIP) and items listed in the CIP and 5-YR CIP shall reflect the priorities and needs set in the Capital Improvements Element.

#### 1.1.7

The Potable Water and Wastewater sections of the City's Capital Improvements Element shall be considered a subset of GRU's capital budget and 6-Year Capital Improvements Plan (6-YR CIP) and the capital budget and 6-YR CIP shall reflect the priorities and needs set in the Capital Improvements Element.

#### 1.1.8

The Capital Improvements Element and 5-Year Schedule of Improvements shall reflect the policies and needs set in other Elements of the Comprehensive Plan.

#### 1.1.9

The City shall replace or renew capital facilities required to maintain adopted LOS standards when deemed necessary by prudent engineering and utility practices. These improvements shall be included in the 5-Year Schedule of Capital Improvements.

#### 1.1.10

The City shall evaluate all annexation proposals to determine its ability to provide facilities at adopted LOS standards for the residents in the area(s) to be annexed.

#### 1.1.11

~~The City's Capital Improvements Element 5-Year Schedule of Improvements shall be reviewed annually and updated as necessary to reflect proportionate fair share contributions.~~

#### 1.1.1<sup>12</sup>

The 5-Year Schedule of Capital Improvements shall identify projects necessary to ensure that any adopted LOS standards are achieved and maintained for the 5-year period. The projects shall be identified as either funded or unfunded and given a level of priority for funding.

#### 1.1.1<sup>23</sup>

The City incorporates, by reference, the Alachua County School ~~Board~~ **District Board** "5-Year District Facilities Work Program" as updated annually by October 1 of each year per the requirements of Florida Statutes. The "5-Year District Facilities Work Program" for Alachua County is posted and annually updated on the websites of the: Florida Department of Education Office of Educational Facilities and Alachua County School Board School Facilities, Maintenance, Planning and Construction Department.

## Objective 1.2

**The City shall continue to ensure the provisions of services and facilities needed to meet and maintain the LOS standards adopted in this Plan.**

### Policies

#### 1.2.15

The City shall adopt the following LOS standards for public facilities within its jurisdiction as indicated in the below listed Elements of its Comprehensive Plan:

Transportation **Mobility**: **Policies 3.2.3, 7.1.6, 7.1.7, 7.1.8, 7.1.11** **Objective 1.1 and associated policies**

Stormwater: Policy 1.1.1

Potable Water & Water Supply: Policy 1.1.1 and Policy 1.1.3

Wastewater: Policy 1.1.2

Recreation: Policy 1.1.1

Solid Waste: Policy 1.4.1

**Concurrency Management: Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6, 1.1.7, 1.1.9, 1.1.11, 1.1.13, 1.1.14, 1.1.15**

Public School Facilities Policy 2.2.1

#### 1.2.2

**The LOS adopted for Transportation is solely for planning purposes and not for the purpose of applying transportation concurrency. Transportation LOS is excluded from the Concurrency Management System, and final development orders are not conditioned on transportation concurrency. The foregoing provisions shall apply to all references to Transportation LOS in the Comprehensive Plan.**

#### 1.2.34

The City shall continue to use the **C**oncurrency **M**anagement **S**ystem to issue final development orders conditioned on the following:

- a. The availability of existing public facilities associated with the adopted LOS standards;
- b. The funding of public facilities (based on existing or projected funding sources) listed in the 5-Year Schedule of Capital Improvements or the School **District's Board's** annually updated **"5-Year District Facilities Work Program"**, incorporated by reference, that are needed to maintain adopted LOS standards.

#### 1.2.42

If the projected revenues to support capital improvements become unavailable, the City shall amend the relevant LOS standards in the Comprehensive Plan or prohibit any development that would lower the adopted LOS standards **that are included in the Concurrency Management System.**

Petition PB-12-114  
October 25, 2012

1.2.53

The City shall continue operation of its Concurrency Management System. The Concurrency Management System is used to determine whether adequate facilities exist, when the impacts of development are expected to occur, to maintain adopted LOS standards set in the Comprehensive Plan. 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 for development, including the densities and intensities of development.

1.2.64

The concurrency requirements for potable water, solid waste, stormwater management, water supply, recreation, and wastewater shall be met by any one of the following standards:

- a. The necessary facilities and services are in place at the time a final development order is issued;
- b. A final development order is issued subject to the condition that the necessary facilities and services will be in place and available to serve the development no later than the issuance of a certificate of occupancy or its functional equivalent;
- c. The necessary facilities are under construction and bonded for completion at the time a final development order is issued; or
- d. The necessary facilities and services are guaranteed in an enforceable development agreement that is secured by a completion bond, letter of credit, or other acceptable form of security, subject to review and approval as to form and legality by the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place and available to serve the development no later than the issuance of a certificate of occupancy or its functional equivalent.
- e. Prior to approval of a building permit or its functional equivalent, the City shall consult with Gainesville Regional Utilities to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

1.2.7

The concurrency requirements for public school facilities shall be met if:

- a. school capacity (elementary, middle, and high school) is available at the time a final development order is issued;

or,

- b. The proposed development is consistent with the future land use designation for the specific property; and,

- c. The proposed development includes a plan that demonstrates that the capital facilities needed as a result of the proposed development can be reasonably provided; and,
- d. The landowner contributes a proportionate share of the cost of providing the school facilities necessary to serve the proposed development. The adequate school facilities shall be in place or under actual construction within 3 years after the issuance of a final development order, or the functional equivalent. School concurrency is satisfied if the developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by actual development of the property, including, but not limited to, the options described in Section 163.3180(6) (h) 2.a., Florida Statutes.

### Objective 1.3

**The City shall continue to require future development to pay for its capital improvements that are required to maintain adopted LOS standards.**

#### Policies

##### 1.3.1

Development shall pay the full cost of stormwater management facilities required by it to maintain the stormwater LOS standards set in the Comprehensive Plan.

##### 1.3.2

The City shall continue the adopted Land Development Regulations that establish stormwater quantity and quality standards for the development of existing sites with substandard on-site stormwater facilities. Such development shall pay the proportional cost of meeting those standards that it requires.

##### 1.3.3

The City shall continue its policy of having all new water and wastewater service connections pay the fully allocated cost of the treatment facilities required to serve them in the form of plant connection fees, and the cost of distribution or collection facilities unless the service is on a developer installed system.

##### 1.3.4

The City shall continue its policy of having development contribute the water and wastewater distribution and collection system internal to a development. Contributions in aid of construction must be paid if the City does not project an adequate return on investment for water distribution or wastewater collection system extensions.

##### 1.3.5

The City shall continue its policy of having development provide all road improvements within subdivisions as per the City's subdivision regulations.



### 1.3.6

The City shall adopt Land Development Regulations that require that development provide the roadway facilities and/or improvements external to a development that are necessary to mitigate the development's expected transportation mobility impacts.

## Objective 1.4

**The facilities necessary to maintain the adopted LOS standards required to serve vested developments shall be available when the impacts of development occur, consistent with Objective 1.2 and its policies.**

### Policies

#### 1.4.1

Vested developments shall be defined as developments that have been issued final development orders that have not expired under the regulations of the City's Code of Ordinances, were issued prior to adoption of the City of Gainesville 1991-2001 Comprehensive Plan, and such developments have commenced and are continuing in good faith.

#### 1.4.2

The City shall continue its tracking of the number of developments with vested development rights that must be served by public facilities at adopted LOS standards through the Concurrency Management System.

#### 1.4.3

Vested developments must provide or pay for the capital improvements that they were required to provide under the development regulations that existed when they were permitted.

## Objective 1.5

**The City shall continue to schedule General Government Capital Improvements necessary to meet and maintain the LOS standards adopted in this Plan. The schedule shall give priority to correcting existing deficiencies and replacement of worn-out or obsolete facilities prior to the extension of new facilities.**

### Policies

#### 1.5.1

The capital improvement must be within the financial capability of the City (either through debt capacity or ability to fund the improvement outright). The operating costs associated with it shall be identified and shall not exceed the City's ability to annually fund those costs.

#### 1.5.2

The City shall consider the plans of state agencies and water management districts in evaluating capital improvements projects.

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### 1.5.3

First priority shall be given to correcting existing facility deficiencies in adopted LOS standards, elimination of public hazards and meeting regulatory requirements or Federal and/or State mandates. First priority shall also be given to capital improvements that are fully funded by development and that will not cause operating cost deficits for the City.

### 1.5.4

Second priority shall be given to replacement of obsolete or worn-out facilities that are projected to cause facility deficiencies in LOS prior to expanding other facilities.

### 1.5.5

Third priority shall be given to adding or expanding facilities to serve vested developments.

### 1.5.6

Fourth priority shall be given to adding or expanding facilities to serve development needs in designated redevelopment areas that increase the use of existing facilities and promote infill development.

### 1.5.7

Fifth priority shall be given to adding or expanding facilities for new development in currently unserved areas. Expansions of facilities to unserved areas shall be based on projected growth patterns found in the Future Land Use Element.

## **Objective 1.6**

**The City, through GRU, shall continue to schedule and fund water/wastewater capital improvements necessary to meet the standards adopted in this Plan. The schedule shall give priority to correcting existing deficiencies and replacing worn out or obsolete facilities prior to the extension of new facilities.**

### Policies

#### 1.6.1

The capital improvement must be within the financial capability of GRU (either through debt capacity or ability to fund the improvement outright) and the operating costs associated with it shall be identified and shall not exceed GRU's ability to annually fund those costs.

#### 1.6.2

GRU shall consider the plans of state agencies and water management districts in evaluating capital improvements projects.

#### 1.6.3

First priority shall be given to projects that correct existing facility deficiencies in adopted LOS standards, eliminate or mitigate public hazards, meet regulatory requirements or Federal and/or State mandates, or promote the reuse and conservation of resources.

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#### 1.6.4

Second priority shall be given to projects to correct projected deficiencies in adopted LOS standards or projects to accommodate new development and redevelopment needs.

### **Objective 1.7**

**The City General Government shall use the following policies to manage debt in such a way that General Government revenues available to fund on-going operating expenditures are maximized.**

Policies

#### 1.7.1

Debt pledged as a general obligation of the City shall not exceed 3% of the non-exempt property valuation within the corporate boundaries.

#### 1.7.2

Revenue bond debt can be as high as 100% of total debt.

#### 1.7.3

The maximum ratio of total debt service to total revenue shall not exceed 10%.

### **Objective 1.8**

**GRU shall continue to use the following policy to manage debt.**

Policies

#### 1.8.1

In order to issue additional bonds, GRU shall establish and collect rates, fees and other charges for the use or the sale of the output, capacity or services of the Water/Wastewater Systems sufficient so that the revenues of the Systems are expected to yield net revenues that shall be at least equal to 1.4 times the annual debt service on outstanding revenue bonds for each 12-month period within any prospective 60-month period.

### **Objective 1.9**

**The City shall continue to use the Stormwater Management Utility funds allocated for capital improvements to pay for the Stormwater Projects needed to maintain LOS standards. These projects shall be shown in the 5-Year Schedule of Capital Improvements.**

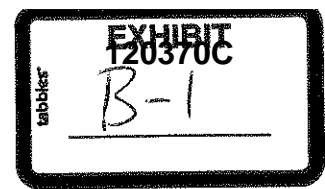
Policies

#### 1.9.1

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

[No changes to Table 14: 5-Year Schedule of Capital Improvements (FY 11/12 – 15/16)]

**Appendix B – Statutory Section on Concurrency**



## The Florida Senate

### 2012 Florida Statutes

<p style="text-align: center;"> <u>TITLE XI</u>  <u>COUNTY</u>  <u>ORGANIZATION AND</u>  <u>INTERGOVERNMENTAL</u>  <u>RELATIONS</u> </p>	<p style="text-align: center;"> <u>CHAPTER 163</u>  <u>INTERGOVERNMENTAL</u>  <u>PROGRAMS</u> </p>	<p style="text-align: center;"> <u>VIEW ENTIRE CHAPTER</u> </p>
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#### 163.3180 Concurrency.—

(1) Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction.

(a) If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application. In order for a local government to rescind any optional concurrency provisions, a comprehensive plan amendment is required. An amendment rescinding optional concurrency issues shall be processed under the expedited state review process in s. 163.3184(3), but the amendment is not subject to state review and is not required to be transmitted to the reviewing agencies for comments, except that the local government shall transmit the amendment to any local government or government agency that has filed a request with the governing body and, for municipal amendments, the amendment shall be transmitted to the county in which the municipality is located. For informational purposes only, a copy of the adopted amendment shall be provided to the state land planning agency. A copy of the adopted amendment shall also be provided to the Department of Transportation if the amendment rescinds transportation concurrency and to the Department of Education if the amendment rescinds school concurrency.

(b) The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified pursuant to the requirements of s. 163.3177(3). The comprehensive plan must include principles, guidelines, standards, and strategies for the establishment of a concurrency management system.

(2) Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine

whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent. A local government may meet the concurrency requirement for sanitary sewer through the use of onsite sewage treatment and disposal systems approved by the Department of Health to serve new development.

(3) Governmental entities that are not responsible for providing, financing, operating, or regulating public facilities needed to serve development may not establish binding level-of-service standards on governmental entities that do bear those responsibilities.

(4) The concurrency requirement as implemented in local comprehensive plans applies to state and other public facilities and development to the same extent that it applies to all other facilities and development, as provided by law.

(5)(a) If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application.

(b) Local governments shall use professionally accepted studies to evaluate the appropriate levels of service. Local governments should consider the number of facilities that will be necessary to meet level-of-service demands when determining the appropriate levels of service. The schedule of facilities that are necessary to meet the adopted level of service shall be reflected in the capital improvement element.

(c) Local governments shall use professionally accepted techniques for measuring levels of service when evaluating potential impacts of a proposed development.

(d) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period.

(e) If a local government applies transportation concurrency in its jurisdiction, it is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development:

1. In urban infill and redevelopment, and urban service areas.
2. With special part-time demands on the transportation system.
3. With de minimis impacts.
4. On community desired types of development, such as redevelopment, or job creation projects.

(f) Local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency such as:

1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.

2. Adoption of an areawide level of service not dependent on any single road segment function.

3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.

4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

5. Establishing multimodal level of service standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.

6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

(g) Local governments are encouraged to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts on transportation facilities.

(h) Local governments that implement transportation concurrency must:

1. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

2. Exempt public transit facilities from concurrency. For the purposes of this subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

3. Allow an applicant for a development-of-regional-impact development order, a rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

a. The applicant enters into a binding agreement to pay for or construct its proportionate share of required improvements.

b. The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.

c.(1) The local government has provided a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. An

applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies.

(II) When an applicant contributes or constructs its proportionate share pursuant to this subparagraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

(A) The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

(B) In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in sub-subparagraph e. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

(C) When the provisions of this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

(D) In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

(E) The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be reduced up to 20 percent by the percentage share that the project's traffic



represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

d. This subsection does not require a local government to approve a development that is not otherwise qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

e. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(6)(a) Local governments that apply concurrency to public education facilities shall include principles, guidelines, standards, and strategies, including adopted levels of service, in their comprehensive plans and interlocal agreements. The choice of one or more municipalities to not adopt school concurrency and enter into the interlocal agreement does not preclude implementation of school concurrency within other jurisdictions of the school district if the county and one or more municipalities have adopted school concurrency into their comprehensive plan and interlocal agreement that represents at least 80 percent of the total countywide population. All local government provisions included in comprehensive plans regarding school concurrency within a county must be consistent with each other and the requirements of this part.

(b) Local governments and school boards imposing school concurrency shall exercise authority in conjunction with each other to establish jointly adequate level-of-service standards necessary to implement the adopted local government comprehensive plan, based on data and analysis.

(c) Public school level-of-service standards shall be included and adopted into the capital improvements element of the local comprehensive plan and shall apply districtwide to all schools of the same type. Types of schools may include elementary, middle, and high schools as well as special purpose facilities such as magnet schools.

(d) Local governments and school boards may utilize tiered level-of-service standards to allow time to achieve an adequate and desirable level of service as circumstances warrant.

(e) A school district that includes relocatable facilities in its inventory of student stations shall include the capacity of such relocatable facilities as provided in s. 1013.35(2)(b)2.f., provided the relocatable facilities were purchased after 1998 and the relocatable facilities meet the standards for long-term use pursuant to s. 1013.20.

(f)1. In order to balance competing interests, preserve the constitutional concept of uniformity, and avoid disruption of existing educational and growth management processes, local governments are encouraged, if they

elect to adopt school concurrency, to apply school concurrency to development on a districtwide basis so that a concurrency determination for a specific development will be based upon the availability of school capacity districtwide.

2. If a local government elects to apply school concurrency on a less than districtwide basis, by using school attendance zones or concurrency service areas:

a. Local governments and school boards shall have the burden to demonstrate that the utilization of school capacity is maximized to the greatest extent possible in the comprehensive plan and amendment, taking into account transportation costs and court-approved desegregation plans, as well as other factors. In addition, in order to achieve concurrency within the service area boundaries selected by local governments and school boards, the service area boundaries, together with the standards for establishing those boundaries, shall be identified and included as supporting data and analysis for the comprehensive plan.

b. Where school capacity is available on a districtwide basis but school concurrency is applied on a less than districtwide basis in the form of concurrency service areas, if the adopted level-of-service standard cannot be met in a particular service area as applied to an application for a development permit and if the needed capacity for the particular service area is available in one or more contiguous service areas, as adopted by the local government, then the local government may not deny an application for site plan or final subdivision approval or the functional equivalent for a development or phase of a development on the basis of school concurrency, and if issued, development impacts shall be subtracted from the contiguous service area's capacity totals. Students from the development may not be required to go to the adjacent service area unless the school board rezones the area in which the development occurs.

(g) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level-of-service standard. A comprehensive plan that imposes school concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period consistent with the school board's educational facilities plan.

(h)1. In order to limit the liability of local governments, a local government may allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the development to satisfy school concurrency, if all the following factors are shown to exist:

a. The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted local plan, as determined by the local government.

b. The local government's capital improvements element and the school board's educational facilities plan provide for school facilities adequate to

serve the proposed development, and the local government or school board has not implemented that element or the project includes a plan that demonstrates that the capital facilities needed as a result of the project can be reasonably provided.

c. The local government and school board have provided a means by which the landowner will be assessed a proportionate share of the cost of providing the school facilities necessary to serve the proposed development.

2. If a local government applies school concurrency, it may not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for failure to achieve and maintain the level-of-service standard for public school capacity in a local school concurrency management system where adequate school facilities will be in place or under actual construction within 3 years after the issuance of final subdivision or site plan approval, or the functional equivalent. School concurrency is satisfied if the developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by actual development of the property, including, but not limited to, the options described in sub-subparagraph a. Options for proportionate-share mitigation of impacts on public school facilities must be established in the comprehensive plan and the interlocal agreement pursuant to s. 163.31777.

a. Appropriate mitigation options include the contribution of land; the construction, expansion, or payment for land acquisition or construction of a public school facility; the construction of a charter school that complies with the requirements of s. 1002.33(18); or the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits. Such options must include execution by the applicant and the local government of a development agreement that constitutes a legally binding commitment to pay proportionate-share mitigation for the additional residential units approved by the local government in a development order and actually developed on the property, taking into account residential density allowed on the property prior to the plan amendment that increased the overall residential density. The district school board must be a party to such an agreement. As a condition of its entry into such a development agreement, the local government may require the landowner to agree to continuing renewal of the agreement upon its expiration.

b. If the interlocal agreement and the local government comprehensive plan authorize a contribution of land; the construction, expansion, or payment for land acquisition; the construction or expansion of a public school facility, or a portion thereof; or the construction of a charter school that complies with the requirements of s. 1002.33(18), as proportionate-share mitigation, the local government shall credit such a contribution, construction, expansion, or payment toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar-for-dollar basis at fair market value.

c. Any proportionate-share mitigation must be directed by the school board toward a school capacity improvement identified in the 5-year school

board educational facilities plan that satisfies the demands created by the development in accordance with a binding developer's agreement.

3. This paragraph does not limit the authority of a local government to deny a development permit or its functional equivalent pursuant to its home rule regulatory powers, except as provided in this part.

(i) When establishing concurrency requirements for public schools, a local government must enter into an interlocal agreement that satisfies the requirements in ss. 163.3177(6)(h)1. and 2. and 163.31777 and the requirements of this subsection. The interlocal agreement shall acknowledge both the school board's constitutional and statutory obligations to provide a uniform system of free public schools on a countywide basis, and the land use authority of local governments, including their authority to approve or deny comprehensive plan amendments and development orders. The interlocal agreement shall meet the following requirements:

1. Establish the mechanisms for coordinating the development, adoption, and amendment of each local government's school concurrency related provisions of the comprehensive plan with each other and the plans of the school board to ensure a uniform districtwide school concurrency system.

2. Specify uniform, districtwide level-of-service standards for public schools of the same type and the process for modifying the adopted level-of-service standards.

3. Define the geographic application of school concurrency. If school concurrency is to be applied on a less than districtwide basis in the form of concurrency service areas, the agreement shall establish criteria and standards for the establishment and modification of school concurrency service areas. The agreement shall ensure maximum utilization of school capacity, taking into account transportation costs and court-approved desegregation plans, as well as other factors.

4. Establish a uniform districtwide procedure for implementing school concurrency which provides for:

a. The evaluation of development applications for compliance with school concurrency requirements, including information provided by the school board on affected schools, impact on levels of service, and programmed improvements for affected schools and any options to provide sufficient capacity;

b. An opportunity for the school board to review and comment on the effect of comprehensive plan amendments and rezonings on the public school facilities plan; and

c. The monitoring and evaluation of the school concurrency system.

5. A process and uniform methodology for determining proportionate-share mitigation pursuant to paragraph (h).

(j) This subsection does not limit the authority of a local government to grant or deny a development permit or its functional equivalent prior to the implementation of school concurrency.

**History.**—s. 8, ch. 93-206; s. 12, ch. 95-341; s. 3, ch. 96-416; s. 1, ch. 97-253; s. 5, ch. 98-176; s. 4, ch. 99-378; s. 2, ch. 2002-13; s. 6, ch. 2002-296; s. 5, ch. 2005-

290; s. 11, ch. 2005-291; s. 18, ch. 2006-1; s. 3, ch. 2006-220; s. 3, ch. 2006-252; s. 11, ch. 2007-196; s. 2, ch. 2007-198; s. 3, ch. 2007-204; s. 5, ch. 2009-85; s. 4, ch. 2009-96; s. 17, ch. 2010-5; s. 1, ch. 2010-33; s. 4, ch. 2011-14; s. 15, ch. 2011-139; s. 7, ch. 2012-99.

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**Petition PB-12-114 CPA.** City of Plan Board. Amend the City of Gainesville Comprehensive Plan Capital Improvements Element for the Evaluation and Appraisal process.

The staff presentation was made by Lead Planner Dean Mimms, AICP.

<b>Motion By:</b> Stephanie Sims	<b>Seconded By:</b> Pete Johnson
<b>Moved To:</b> Approve Petition PB-12-114 CPA	<b>Upon Vote:</b> 6-0



## PLANNING &amp; DEVELOPMENT SERVICES DEPARTMENT

PO Box 490, STATION 11  
GAINESVILLE, FL 32627

306 N.E. 6<sup>TH</sup> AVENUE  
P: (352) 334-5022  
P: (352) 334-5023  
F: (352) 334-2648

**TO:** City Plan Board

**Item Number:** 7

**FROM:** Planning & Development Services Department  
Staff

**DATE:** September 27, 2012

**SUBJECT:** Petition PB-12-99 CPA, City Plan Board. Update the City of Gainesville  
Comprehensive Plan Intergovernmental Coordination Element.

### Recommendation

Approve Petition PB-12-99 CPA.

### Description

This petition is an update to the Gainesville Comprehensive Plan for the Evaluation and Appraisal process. The Intergovernmental Coordination Element (ICE) was substantially updated by Ordinance 110174 on January 19, 2012. In the process of preparing updates of other elements of the Comprehensive Plan, staff has identified additional changes that should be made to the ICE for compliance with Chapter Law 2011-139. These changes include deletion of a transportation-related policy (old Policy 1.3.4) and revision of another transportation-related policy (old Policy 1.3.5), expanding Policy 1.3.1 to show that water supply has a level of service requirement, minor revisions to other policies, and one new policy (1.4.4) regarding hazard mitigation.

Policy 1.3.4 needs to be deleted because transportation concurrency is now optional and Transportation Concurrency Exception Areas (TCEAs) were stricken in Chapter Law 2011-139. As part of the Evaluation and Appraisal update of the Comprehensive Plan, the City Commission directed staff to rescind transportation concurrency and replace the TCEA with a citywide transportation mobility program (Legistar 120284). Old Policy 1.3.5 (renumbered as 1.3.7) has been revised to reflect those statutory changes and to reflect the City's updated focus on transportation mobility strategies.

New Policy 1.4.4 is needed to reflect the City's commitment to countywide hazardous mitigation planning as reflected in the 2009 Local Mitigation Strategy. In addition, having such a policy in the Gainesville Comprehensive Plan will support applications for State or federal hazard mitigation funding.

An additional change is the deletion of Policy 1.6.3, which is duplicative of Policies 1.3.2 and 1.3.3 of the Recreation Element and is the subject of Ordinance 120234 (Petition PB-12-72 CPA), which is scheduled for its transmittal hearing on October 18, 2012.

Petition PB-12-99  
September 27, 2012

The proposed amendments to the Goals, Objectives, and Policies of the Intergovernmental Coordination Element are attached, as Appendix A. Additions are underlined and deletions are shown as stricken.


Appendix B contains the Addendum to the Data and Analysis Report for the Intergovernmental Coordination Element. Included in this appendix are the updated map of the Urban Reserve Area (the area in which the City can annex land in accordance with the Boundary Adjustment Act), two maps proposed for deletion from the Data & Analysis Report: Regionally Significant Resources or Facilities – one for City of Gainesville and one for Alachua County), updated information on the former landfill and burn site at Gainesville Regional Airport, and excerpts from the 2009 Local Mitigation Strategy.

Respectfully Submitted,



Onelia Lazzari, AICP  
Principal Planner

Prepared by:



Dean Mimms, AICP  
Lead Planner



Petition PB-12-99  
September 27, 2012

## List of Appendices

### **Appendix A –Updated Intergovernmental Coordination Element of City of Gainesville Comprehensive Plan**

Exhibit A-1 Updated Intergovernmental Coordination Element

### **Appendix B – Addendum to Data and Analysis for the Intergovernmental Coordination Element**

Exhibit B-1 Urban Reserve Area Map

Exhibit B-2 Map for deletion: Regionally Significant Resources or Facilities– City of  
Gainesville

Exhibit B-3 Map for deletion: Regionally Significant Resources or Facilities – Alachua  
County

Exhibit B-4 Former Gainesville Airport Landfill and Burn Site

Exhibit B-5 2009 Local Mitigation Plan (selected pages)

### **Appendix C - Application**

Exhibit C-1 Application

## **Appendix A – Updated Intergovernmental Coordination Element of City of Gainesville Comprehensive Plan**

### Exhibit A-1 Updated Intergovernmental Coordination Element

## **INTERGOVERNMENTAL COORDINATION ELEMENT**

### **GOAL 1**

**TO COORDINATE THE PLANS AND ACTIVITIES OF THE VARIOUS UNITS OF GOVERNMENT TO PROMOTE EFFECTIVE, EFFICIENT COMPREHENSIVE PLANNING, AND PROVISION OF URBAN SERVICES, AND TO MITIGATE POTENTIAL CONFLICTS BETWEEN JURISDICTIONS.**

#### **Objective 1.1**

**The City of Gainesville shall continue to have interlocal or other formal agreements that describe joint processes for collaborative planning and decision-making with the School Board of Alachua County (SBAC) and other units of local government that provide services but do not have regulatory authority over the use of land, and with Alachua County and the City of Alachua. The joint processes shall include coordination on siting of facilities with countywide significance, including locally unwanted land uses.**

- 1.1.1 The City shall maintain an interlocal agreement with SBAC which shall describe joint processes for collaborative planning and decision-making on population projections and criteria for the selection of school sites in accordance with the goals, objectives and policies of this plan. Per Sub-Sec. 1013.33(1), F.S., the planning effort must also consider the feasibility of keeping central facilities viable, in order to encourage central city redevelopment and efficient use of infrastructure and to discourage urban sprawl.
- 1.1.2 All development proposals by the SBAC shall be reviewed according to the provisions of the City of Gainesville Code of Ordinances and Comprehensive Plan, subject to the provisions and exclusions of Chapter 1013, F.S.
- 1.1.3 In accordance with the provisions of Section 163.31777, F.S., the City shall coordinate with the SBAC to continue the implementation of the interlocal agreement described in Policy 1.1.1 and to implement the Public School Facilities Element of the comprehensive plan to extend concurrency requirements to public schools.
- 1.1.4 The City shall meet with representatives of the SBAC and other Alachua County local governments to discuss public school concurrency issues.
- 1.1.5 The City shall provide notice of proposed land use amendments and development proposals to governmental agencies providing services that may be affected, including the SBAC, UF, Santa Fe College, applicable Water Management District (WMDs), the Florida Department of Transportation (FDOT), Florida Department of Environmental Protection (FDEP), and Florida Department of Children and Families, and provide an opportunity for the concerns of these agencies to be addressed in the review process.

- 1.1.6 The City shall provide notice of proposed land use amendments and development proposals to Alachua County and impacted municipalities within the County and provide an opportunity for the concerns of these local governments to be addressed in the review process.
- 1.1.7 The City shall continue to participate in the Metropolitan Transportation Planning Organization (MTPO) to provide coordinated transportation planning for the Urbanized Area in conjunction with the FDOT, Alachua County, Gainesville/Alachua County Regional Airport Authority, SBAC, UF, FDEP, and North Central Florida Regional Planning Council (NCFRPC).
- 1.1.8 The City shall coordinate with the MTPO and FDOT in planning services for the transportation disadvantaged within the Regional Transit System service area. Coordination with the MTPO and FDOT shall be achieved through the City's participation in the Technical Advisory Committee of the MTPO.
- 1.1.9 The City shall continue to coordinate with the Gainesville/Alachua County Regional Airport Authority to ensure that non-compatible land uses within the 55, 65 and 70 Ldn airport noise contours are eliminated by requesting the Authority's review of proposed Land Use Plan Amendments and Development Plans within the noise contour areas.
- 1.1.10 The City shall develop an interlocal agreement with Alachua County regarding airport zoning regulations that pertain to the airport hazard area, as required by Section 333.03, Florida Statutes.
- 1.1.11 The City shall continue to provide information and assistance to the Gainesville Housing Authority, the Alachua County Housing Authority and other agencies providing housing assistance for low-income persons.
- 1.1.12 The City of Gainesville shall use the NCFRPC to mediate those issues that cannot be resolved through established coordinating mechanisms, in accordance with Section 186.509, Florida Statutes.
- 1.1.13 The City of Gainesville recognizes the adopted University of Florida Campus Master Plan as the campus master plan prepared pursuant to Florida statutory requirements.
- 1.1.14 The City shall coordinate with the University of Florida in efforts to stabilize and strengthen neighborhoods in the university context area.
- 1.1.15 The City shall seek to coordinate with Santa Fe College on the implementation of the College's master plan for its downtown campus so that the implementation of the master plan is sensitive to impacts on the Pleasant Street Historic District, the NW Fifth Avenue neighborhood, and on the West University Avenue corridor.

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- 1.1.16 The City shall review Santa Fe College development proposals in accordance with applicable provisions of the City of Gainesville Code of Ordinances and Comprehensive Plan, subject to applicable provisions of the Florida Statutes.

### Objective 1.2

**The City of Gainesville shall continue to initiate annexation(s) of areas within its designated Urban Reserve Area which meet the criteria of “urban in character” outlined in Section 9 of the Alachua County Boundary Adjustment Act, and are projected to be urban in character within the horizon of the Comprehensive Plan.**

- 1.2.1 The City shall proceed with annexation according to the criteria of the Alachua County Boundary Adjustment Act. Urban areas within its Urban Reserve Area that meet the criteria of “urban in character” outlined in Section 9 of the Boundary Adjustment Act are subject to annexation by the City.
- 1.2.2 The City shall continue to work with the County to develop the required urban services report that will address the fiscal issues related to urban services for residents in the Urban Reserve Area that are not yet annexed by the City, and minimize the time that one jurisdiction is providing services to an area for which it is not receiving revenue.

### Objective 1.3

**The City of Gainesville shall continue to coordinate Level of Service (LOS) standards with Alachua County for those services requiring LOS standards that are provided by the City within unincorporated Alachua County and for those services provided by Alachua County within the City, and shall share information with other agencies and individuals as needed to promote the goals, objectives and policies of the City, County and Regional comprehensive plans.**

- 1.3.1 The City ~~shall~~ adopts ~~the~~ LOS standards for potable water and for water supply, which are established in the Potable Water and Wastewater Element.
- 1.3.2 The City ~~shall~~ adopts ~~the~~ LOS standards for wastewater, which are established in the Potable Water and Wastewater Element.
- 1.3.3 The City adopts ~~the shall set an~~ LOS standard for solid waste per capita as established in the Solid Waste Element. This LOS standard shall be coordinated with Alachua County.
- ~~1.3.4 The City shall adopt LOS standards for roads, bicycles, transit and pedestrians. For facilities on the Florida Strategic Intermodal System (SIS), the City shall consult with the Florida Department of Transportation when proposed plan amendments affect SIS facilities. For all other facilities, the City shall adopt adequate level of service standards. Within the Transportation Concurrency Exception Area, development shall be regulated for level of service standards as shown in the Concurrency Management Element.~~

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- 1.3.94 ~~As established in the Stormwater Management Element, the City adopts shall set~~ LOS standards for stormwater quality that, at a minimum, meet the requirements of the applicable Water Management District.
- 1.3.85 The City shall continue to coordinate with Alachua County and other governmental entities to ensure that the capacity and function of shared watersheds are maintained and that stormwater quantity LOS standards are designed to maintain floodplain elevations at or below the 10-year flood channel and 100-year floodplain as established in the current Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Agency and kept on file in the Public Works Departments of the City of Gainesville and Alachua County, ~~and the North Central Florida Regional Planning Council.~~
- 1.3.6 The City shall coordinate with Alachua County, FDOT, and other municipalities to adopt concurrency management mechanisms to maintain adopted LOS standards by:
- a. Reviewing all County and City of Alachua Land Use Amendments that may impact adopted LOS standards within the City of Gainesville; and
  - b. Requesting that the County review and comment on City of Gainesville Land Use Amendments that may impact adopted LOS standards within the County.
  - c. Requesting that the City of Alachua review and comment on City of Gainesville Land Use Amendments that may impact adopted LOS standards within the City of Alachua.
- 1.3.57 The City shall continue to coordinate its transportation mobility strategies with Alachua County through the Technical Advisory Committee to the MTPO, ~~in implementing the City's Transportation Concurrency Exception Area.~~
- 1.3.78 The City shall coordinate with Alachua County on additional funding sources for transportation capital and operating needs and shall obtain its share of such funds either through interlocal agreement or statutory formula.
- 1.3.409 The City shall continue to make concurrency management information, inventories and other data collected and maintained by the City available to other units of government and the public.

#### **Objective 1.4**

**The City shall coordinate with Alachua County and impacted municipalities to resolve planning issues in the urban area.**

- 1.4.1 The City shall continue to work with the County in developing Land Development Regulations that promote the Goals, Objectives and Policies of the City's Comprehensive Plan. Coordination efforts shall include:

- a. The regulation of land uses and site and facility design in compliance with the Murphree Wellfield Management Code;
  - b. The development of guidelines for the design of stormwater detention and retention facilities that allow increased use of native vegetation suitable for stormwater treatment and that encourage greater diversity of plant and animal habitat;
  - c. The adoption of regulations and design criteria to encourage transit, bicycle and pedestrian travel;
  - d. The development of a plan, regulations and design criteria for the establishment and preservation of tree-lined streets and giving priority to highly visible streets such as gateways to the City and activity centers.
  - e. The development of a countywide “fair share” housing ordinance for dispersal of affordable housing units.
  - f. The development of regulations that discourage ~~restrict~~ the proliferation of urban sprawl as defined in state statutes.
- 1.4.2 The City shall continue to have interlocal agreements with Alachua County to coordinate the planning, acquisition and management of recreation and open space lands and facilities within the Urban Reserve Area (URA).
- 1.4.3 As part of a tourism development program, the City shall cooperate with the County in the County's preparation of a tourism plan and in studies by the County of the economic impacts of cultural, heritage, and eco-tourism on Gainesville and Alachua County.
- 1.4.4 The City shall continue to work with Alachua County, other municipalities in Alachua County, University of Florida, Santa Fe College, regional, State and federal agencies, and with other entities in updating and implementing the Local Mitigation Strategy.
- 1.4.45 The City shall continue to work with Alachua County to promote cooperative planning within the Urban Reserve Area through the Boundary Adjustment Act.
- 1.4.56 Through joint planning processes, the City and County shall evaluate the impacts of their respective comprehensive plans on “areas of concern” identified in the North Central Florida Regional Policy Plan.
- 1.4.67 Upon the annexation of any land, the City shall begin the process of amending the Comprehensive Plan to reflect data and analysis changes, establish land use on newly annexed areas, and provide services to meet adopted LOS standards.
- 1.4.78 In the interim period between annexation and the amendment of this Comprehensive Plan to include the newly annexed areas, the City shall implement the County's adopted Comprehensive Plan and Land Development Regulations.

### **Objective 1.5**

**The City shall continue to work with Alachua County, the several municipalities, the Florida Department of Environmental Protection (FDEP), the Water Management Districts, and the United States Environmental Protection Agency (EPA), Santa Fe College, and UF to protect groundwater and other environmental resources throughout Alachua County.**

- 1.5.1 The City shall continue to work with the County to protect wetlands and significant habitat, and to conserve and acquire significant habitat in the Urban Reserve Area.
- 1.5.2 The City shall continue to work with the County regarding criteria for the location of hazardous materials collection/transfer treatment facilities. One criterion shall be consideration of potential groundwater contamination.
- 1.5.3 The City shall continue to cooperate with the County and other waste material handlers in the establishment of periodic special waste collection programs for difficult to dispose of waste such as tires, used oil, batteries, and asbestos.
- 1.5.4 The City shall continue to cooperate with the County to identify areas of pollution to surface water and groundwater and to document present conditions and cleanup status. The City shall assist in identifying the parties responsible for the polluted areas and require such parties to mitigate pollution problems. The City shall continue to cooperate with the Alachua County Environmental Protection Department, the FDEP, the Water Management Districts, and the EPA and shall support the appropriate agencies with efforts to accomplish the following:
  - a. Identify areas of pollution to surface waters and groundwater.
  - b. Continue to have monitoring programs that provide reports describing present environmental conditions and clean-up status.
  - c. Identify parties responsible for polluted areas, and require such parties to mitigate pollution problems.
  - d. Discourage the creation of new brownfield and other environmental contamination sites by implementing existing regulations and improving them as needed; and
  - e. Encourage environmentally sound development and redevelopment of existing brownfield and other environmental contamination sites.

### **Objective 1.6**

**The City shall continue to work with state agencies to assure compliance with the State Comprehensive Plan, the North Central Florida Strategic Regional Policy Plan, and agency functional plans.**

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- 1.6.1 The City shall comply with State pollution control requirements at the former Gainesville Airport Landfill and Burn Site described in the Solid Waste Element.
- 1.6.2 The City shall maintain water conservation programs that are consistent with the Water Management Districts' plans.
- ~~1.6.3 The City shall pursue agreements with the SBAC for joint use and maintenance of SBAC recreation facilities at schools and develop policies for handling liability for public use of all school recreational facilities.~~
- 1.6.4~~3~~ The City shall improve the development process of group homes and foster care facilities by improving coordination with the Department of Children and Families and by disseminating information on requirements and procedures for siting them.
- 1.6.5~~4~~ The City shall promote compact urban development by increasing densities, concentrating commercial and office activities in appropriate areas and improving access to multi-modal transportation.
- 1.6.6~~5~~ The City shall evaluate Development of Regional Impact (DRI) proposals that impact the City to ensure appropriate phasing so that the demands of such DRIs are integrated with the expected availability of facilities and services.



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**Appendix B – Addendum to Data and Analysis for the Intergovernmental Coordination  
Element**

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120370C

Prepared by the Dept. of Planning & Dev. Services  
September 2012  
(Updated for September 2012 City Limits)



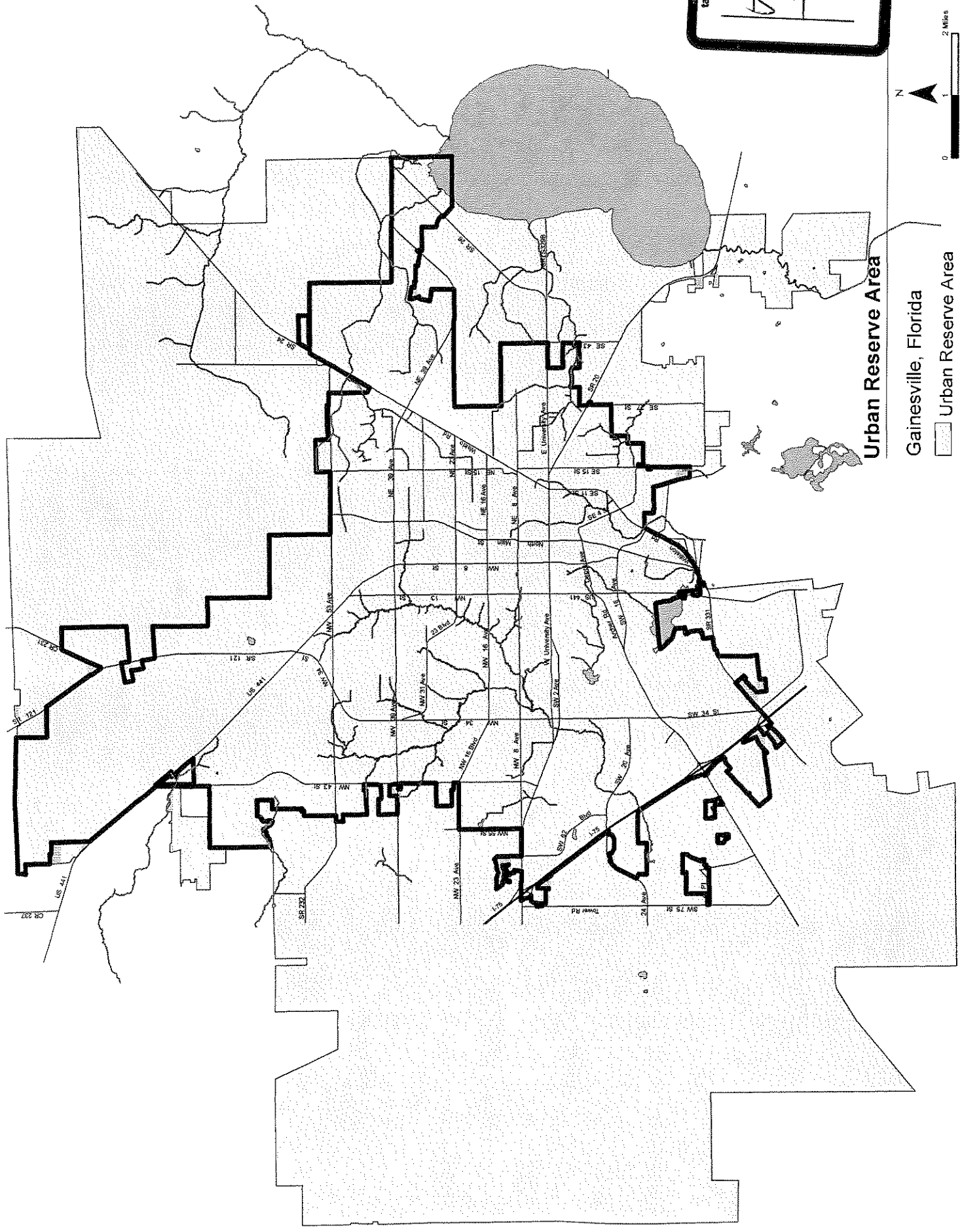
0 1 2 Miles

Urban Reserve Area

Gainesville, Florida

Urban Reserve Area

Gainesville City Limits



# REGIONALLY SIGNIFICANT RESOURCES OR FACILITIES

City of Gainesville

## Resource or Facility

- Cultural Facilities**
- 1) Center for Performing Arts
  - 2) Florida Museum of Natural History
  - 3) Florida State Theatre
  - 4) George P. Hunt Museum

- Educational Institutions**
- 5) University of Florida

- Electric Power Facilities**
- 7) Kelly Power Plant
  - 8) Deerhaven

- Florida Greenways**
- 9) Depot Rail Trail
  - 10) Devil's Millhopper Bike Path/Transportation Corridor
  - 11) Gainesville-Hawthorne Rail Trail
  - 12) Greenway
  - 13) Greenway
  - 14) Greenway
  - 15) Waldo Rail Trail

- Hospitals**
- 16) North Florida Regional Medical Center
  - 17) Sacred Heart Health Care Systems, Inc. \* Citywide
  - 18) V.A. Hospital

- Natural Resources**
- 21) Newmans Lake
  - 22) Palms Prairie State Preserve
  - 23) Palms Prairie State Preserve
  - 24) Floridan Aquifer \* Citywide

- Transportation Facilities**
- 31) Gainesville Regional Airport
  - 32) Regional Road Mark
  - 33) Interstate 75 (Alachua Co. line)
  - 34) SR 24 (Levy Co.-Alachua Co. line to U.S. 441)
  - 35) SR 28 (from U.S. 19/28 to I-75)
  - 36) SR 24 (from I-75 to Putnam Co. line)
  - 37) SR 24 (from I-75 to Putnam Co. line)
  - 38) SR 120 (from U.S. 441 to SR 24)
  - 39) SR 121 (from Union/Baker Co. to Levy/Alachua Co.)
  - 40) SR 222 (from I-75 to SR 26)
  - 41) SR 222 (from I-75 to SR 26)
  - 42) SR 339 (from SR 120 to SR 331)
  - 43) U.S. 441 (from Columbia Co./G.A. border to Alachua/Maitland Co. line)

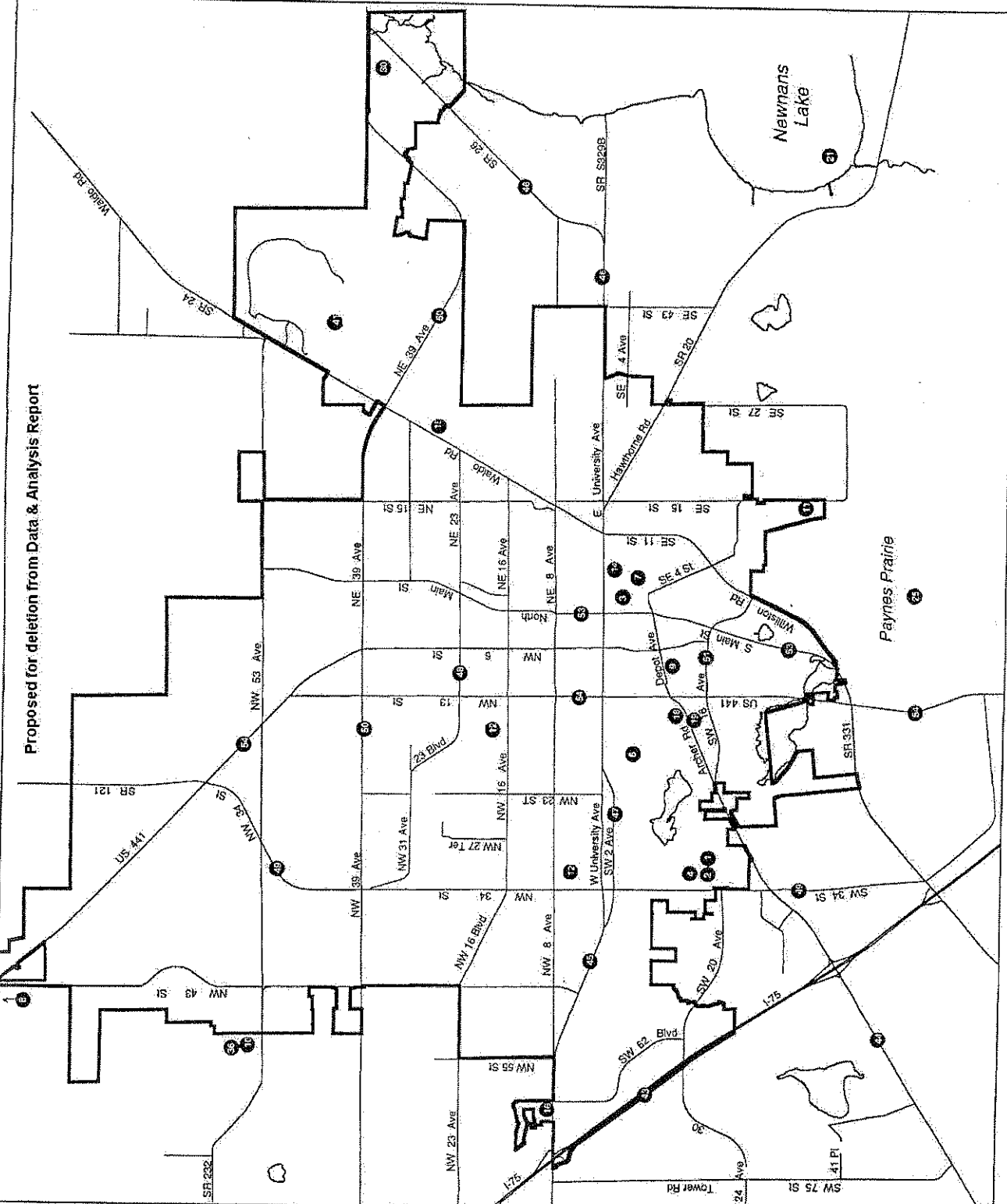
- Emergency Preparedness Facilities \* Citywide**
- 44) Mobile Emergency Shelters
  - 45) Disaster Weather Radar Installations
  - 46) Gainesville Fire Rescue HAZMAT
  - 47) Emergency Response Team
  - 48) Radio, Inc. Chemical Emergency Response Team

City of Gainesville  
Gainesville, Florida  
Prepared by the  
Department of Community Development  
January 1999



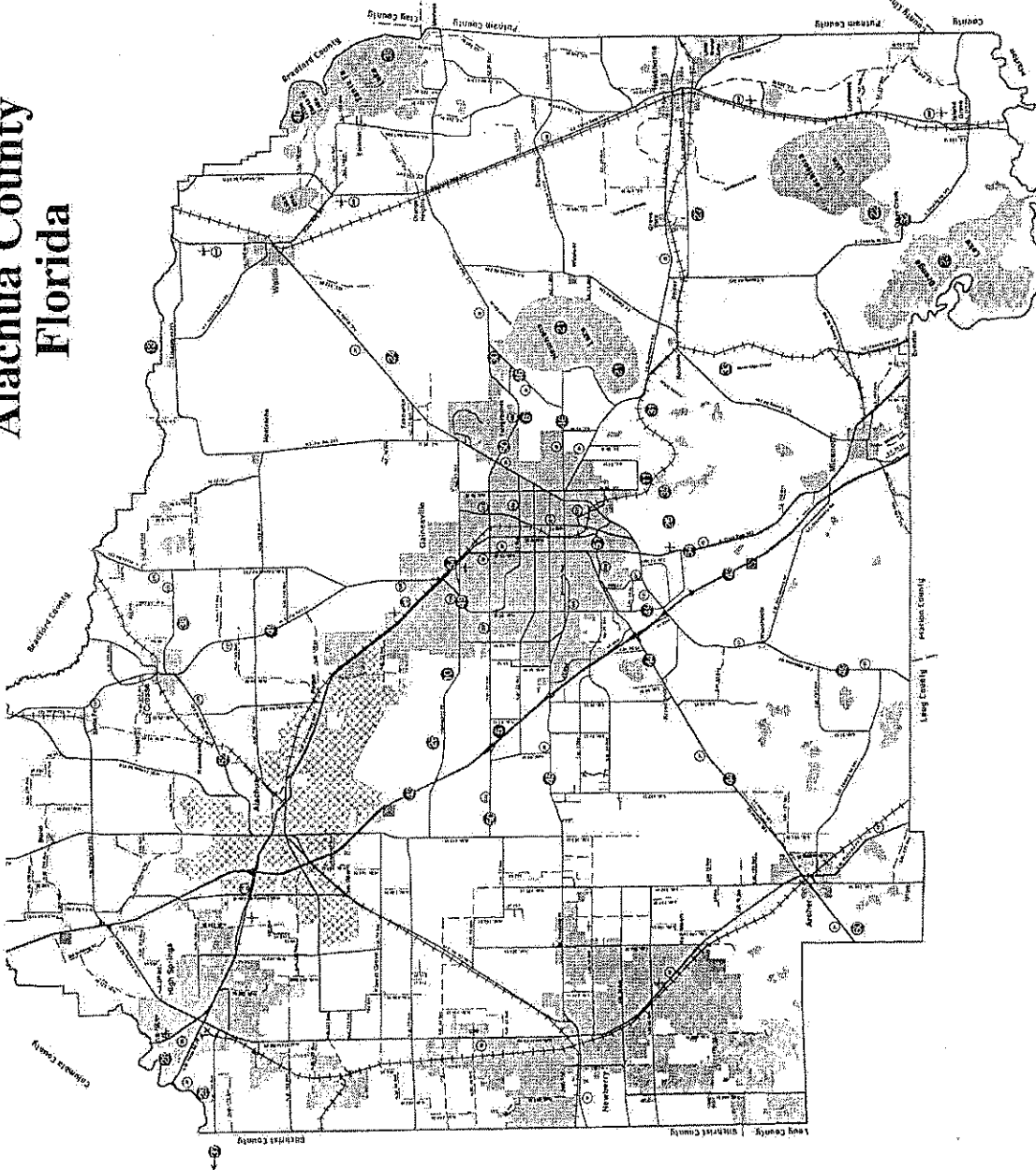
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# Alachua County Florida



Map 2

## REGIONALLY SIGNIFICANT RESOURCES OR FACILITIES

### Alachua County

#### Resource or Facility

- Educational Institutions**
- 8) Santa Fe Community College
- Cultural Resources**
- 5) Santa Fe Community College Auditorium
- Florida Greenways**
- 10) Deer's Mill/Popper Bika Park/ Transportation Corridor
- 13) Santa Fe River Greenway
- Hospitals**
- 17) Santa Fe Health Care Systems, Inc.
- Natural Resources**
- 20) Santa Fe Swamp
- 21) Little Lake
- 22) Little Lochloosa Lake
- 23) Orange Lake
- 24) Austin Cary Memorial
- 25) Pompano Playa State Preserve
- 26) San Felasco Hammock
- 27) Little Back Forest
- 28) River Haze State Preserve
- 29) Poe Springs
- 30) Gum Foot Swamp
- 31) Little Back Creek
- 32) River Shyk
- 33) Florida Aquifer \* Countywide
- 34) Santa Fe Blue Spring
- 37) Rocky Creek
- 38) Santa Fe Lake
- 39) Little Santa Fe Lake
- 40) Little Santa Fe Lake
- Transportation Facilities**
- Regional Road Network**
- 43) Interstate 75 (Alachua County)
- 44) U.S. 19 (Alachua Co. line to U.S. 441)
- 45) SR 24 (from U.S. 19 to U.S. 441)
- 46) SR 24 (from I-75 to Pulpani Co. line)
- 49) SR 121 (from Underbaker Co. to Levy)
- 50) SR 222 (from I-75 to SR 28)
- 51) SR 226 (from SR 24 to SR 311)
- 52) SR 235 (from U.S. 441 to SR 121)
- 53) SR 237 (from SR 24 to SR 231)
- 54) U.S. 441 (from Pulpani Co. line to Alachua Marion Co. line)
- Emergency Preparedness Facilities**
- 55) Public Emergency Shelter \* Countywide
- 56) NOAA Radio Stations \* Countywide
- 57) Doppler Weather Radar Installations \* Countywide
- 58) Gainesville Fire Rescue-HAZMAT
- 59) FCS, Inc. Chemical Emergency Response Team \* Countywide
- Other Regionally Significant Facilities**
- 60) Alachua County Southeast Landfill
- 61) Community Correctional Center



City of Gainesville  
Gainesville, Florida  
Prepared by the  
Department of Community Development  
January 1989

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**EXHIBIT**

B-3

120370C

#### Exhibit B-4 Former Gainesville Airport Landfill and Burn Site

##### **Gainesville Airport Landfill**

The landfill was reportedly open in the 1940s under the Alachua AAF [Army Air Field] tenure. However, the USACE has no official records to verify the use of the landfill by the military during the War years. Evidence of military use is based strictly on hearsay accounts or is circumstantial. However, the USACE acknowledges that the AAF would have needed a landfill and that this was the only landfill discovered at the AAF. Therefore, it was likely used as the base landfill. It was situated east of the runways just north of Little Hatchet Creek. The landfill consisted of three areas: a trash area, garbage area (with enclosed sludge pit) and a construction and demolition area. The garbage area was reportedly used by the City of Gainesville from 1964 to 1971 and received garbage, sludge and dead animals. The trash fill consisted of yard trash, household appliances and other similar items. The construction and demolition area opened in 1981. Solid waste was disposed using the trench method. However, one above ground cell was built as a backstop for the firing range. The trenches were oriented in a north-south direction on the southern part of the landfill. They reportedly extended into the floodplain of Little Hatchet Creek. They varied in depth from 20 feet (northern ends) to a few feet near the Creek. The sludge disposal pit was reportedly 20 feet deep. Upon closure, the landfill was reportedly covered with two feet of final cover and was planted with grass

A number of contamination assessment activities have been conducted at the landfill by the FDEP [Florida Department of Environmental Protection] and the City of Gainesville. These investigations started in the mid 1980s. Elevated levels of volatile organic compounds (VOCs) and heavy metals have been detected in site groundwater in and around the old landfill. Contaminants detected in groundwater included benzene, chromium, cadmium, lead. During the 1986 Florida Department of Environmental Regulation (FDER) investigation, elevated levels of mercury (17.1 ug/l and 10.2 ug/l) were detected in two surface water samples (SW-1 and SW-2) collected from Little Hatchet Creek, just south of the Landfill and Shooting range. However, no true background surface water sample was collected for comparison. The surface water samples were also situated near the former Sewage Disposal Area. No VOCs or semi-VOCs were detected in the two surface water samples. The nitrate, ammonia and total Kjeldahl nitrogen levels were within normal levels. Currently the landfill is under a Groundwater monitoring permit by FDEP. Based on the available data, FDEP believes natural attenuation is occurring and will likely not require the City of Gainesville to renew their Groundwater Monitoring Permit.

##### **Gainesville Airport Burn Site (Fire Training Area)**

The USACE has no official records to verify the use of the fire training area (FTA) by the military during the War years. Again, evidence of military use is based strictly on hearsay accounts or is circumstantial. However, these types of training areas were common at military airfields. As a result, there was likely a FTA at the Alachua AAF. These military fire training areas used aviation fuel, diesel fuel and other combustibles to simulate aircraft fires for the purpose of training fire-fighters. Upon return of the airport to the City of Gainesville it is likely the City used the same fire training area after the War. The Gainesville Airport Burn site was located near the southeast corner of the runways, south of Little Hatchet Creek and near a lime rock road. Beginning in the late 1970's, as a requirement of the Federal Aviation Administration (FAA), the Gainesville Fire Department practiced extinguishing fires, simulating airplane crashes. Approximately 1,500

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gallons of flammables were utilized during each training event. Aviation fuels were normally used but various waste organic chemicals from PCR, Inc. (SCM Specialty) were also reportedly burned at the FTA.

A number of contamination assessment activities have been conducted at the FTA by the FDEP and the City of Gainesville. These investigations started in the mid 1980's. Elevated levels of VOCs and heavy metals have been detected in site groundwater in and around the FTA. Contaminants detected in groundwater included benzene, toluene, trichloroethylene (TCE) and chromium. In 1993, the FDEP issued a No Further Action (NFA) for the FTA. This was based on the fact that property down gradient of the FTA being owned and controlled by GRA [Gainesville Regional Airport]. As a condition, FDEP stated that no drinking water wells be constructed down gradient of the FTA.

(Source: McCarthy, A. James, Jr., P. G., Florida Department of Environmental Protection, March 31, 2011, FINAL, Preliminary Assessment, Alachua Army Airfield AKA: Fairbanks Army Airfield, AKA: Gainesville Regional Airport, Alachua County, Florida, EPA ID No. FL0000407917, Comet #303827, USACE Project Number IO4FL017100, pages 6-7)



## Section I

### Executive Summary

Disasters can strike without warning at any given time. *Disaster* is defined as any type of sudden event or occurrence that has or could have significant adverse human or economic impacts on the community.<sup>1</sup> The residents of Alachua County face possible disasters every day, also known as hazards, that can be natural, societal and technological. Alachua County may be less vulnerable than its coastal neighbors, but it still has felt the power of tropical storms and hurricanes over the years.

Based on lessons learned from destructive natural disasters that occurred in the mid-to-late 1990s, Congress passed the DMA2K and amended the Robert T. Stafford Act by Public Law 106-390. The law includes provisions for entire life cycles of major disasters. The Act also addresses the Public Assistance Program, the Hazard Mitigation Grant Program and requires counties to work together developing mitigation strategies rather than each local government working on these issues by themselves and/or some not at all. Local communities must work together to develop "enhanced" mitigation plans to be eligible for State and or Federal funding. Managing these funding mechanisms by the State has been streamlined and became more efficient.

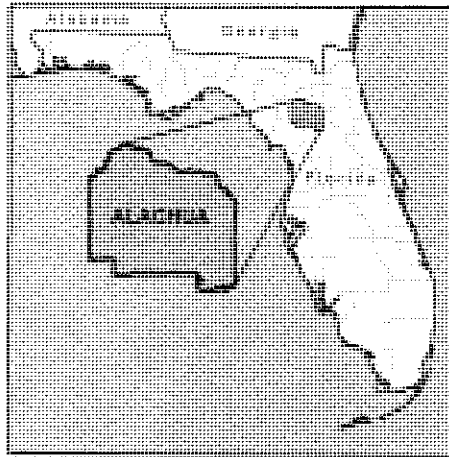
In order to respond efficiently and cost-effectively to these natural and technological disasters, the State of Florida has initiated numerous programs for *hazard mitigation*- sustained action taken to reduce or eliminate long-term risk to people and their property from hazards and their effects.<sup>2</sup> These programs are designed to target local communities and involve local governments, businesses and public and private institutions in hazard mitigation strategy partnerships. Stakeholders work together to identify hazards and critical assets, assess vulnerability and pose mitigation strategies to strengthen the community before disaster strikes.

Alachua County is one of many Emergency Management Agencies who conduct multi-hazard mitigation planning. The County serves as liaison for its participating jurisdictions for monitoring, updating and on-going maintenance to develop an all-hazard document with suggested mitigation activities in an effort to strive toward a disaster-resilient and sustainable community. Formal local mitigation planning began in 1998 and is continuing 10 years later with a revision to the 2004 Local Mitigation Strategy (LMS). With the adoption and implementation of the LMS, the citizens of Alachua County can rely on firm planning, multi-hazard mitigation tools and techniques to deal with the threats of natural and man-made hazards.

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<sup>1</sup> The Florida Hazard Mitigation Strategy document

<sup>2</sup> FEMA, <http://www.fema.gov/about/divisions/mitigation.shtml>



## **Section II**

### **Introduction**

#### **2.1 Mission Statement**

The Alachua County Local Mitigation Strategy Work Group is committed to implementing effective mitigation strategies to significantly reduce or eliminate the damage or loss of life, property and economic vitality in the event of a natural, societal or technological disaster. These strategies will be expressed in a comprehensive Local Mitigation Strategy (LMS) Plan, to be adopted by Alachua County, participating municipalities and agencies/institutions. Using an all-hazards interdisciplinary and intergovernmental framework, the Work Group fosters information and resource sharing and integration of activities among all jurisdictions within Alachua County.

#### **2.2 Goals and Objectives**

The Executive Statement, Mission Statement and Goals and Objectives have been developed through and approved as a group. The Strategy is a compilation of strategies learned through personal experience and/or by lessons learned from other jurisdictions. Jurisdictional representatives worked together trying to effect changes county-wide by reviewing multi-hazards and evaluating projects that meet Local, State and Federal Government prerequisites. Submitting projects meeting the strategies listed within this document will assist in the possible funding to better the county-wide approach for mitigation planning and growth.

**Goal 1 – Establish an ongoing Local Hazard Mitigation Strategy Planning Process as part of a comprehensive community-based emergency management program to protect public health, safety, economic vitality, and property through inter-agency cooperation.**

- Objective 1.1: Seek participation and LMS Plan adoption by every eligible Local Mitigation Strategy Work Group member agency or jurisdiction.
- Objective 1.2: Provide the adopted LMS Plan to the State Hazard Mitigation Office and Federal Emergency Management Agency for review and acceptance.
- Objective 1.3: Identify and prioritize projects in the LMS Plan so that participating jurisdictions qualify for pre-disaster mitigation funding and federal disaster relief.



## Alachua County

## 2009 Local Mitigation Strategy

- Objective 1.4: Provide a process for implementation, ongoing maintenance and 5-year updates to the LMS Plan, including the Project Priorities lists and Critical Facilities Inventory.
- Objective 1.5: Encourage local jurisdictions to participate in the Community Rating System, National Flood Insurance Program.
- Objective 1.6: Foster inter-agency coordination and regional disaster preparedness through open lines of communication, education for elected officials and agency staff, joint-planning efforts, and compatibility between various agency(s) emergency preparedness plans, comprehensive plans and other such planning documents.
- Objective 1.7: Develop local resources and mutual aid to lessen the need for outside response and recovery assistance.

**Goal 2 – Promote disaster preparedness for individuals, communities, and businesses to encourage greater self-reliance and develop public-private partnerships.**

- Objective 2.1: Foster partnerships with local businesses and Chambers of Commerce to educate the business community and build disaster-resistant communities (e.g. "Alachua Prepared!" program, Wal-Mart partnership, etc.)
- Objective 2.2: Support member agencies of the LMS Work Group in their efforts to increase public awareness and emergency preparedness including possible collaborations with the Red Cross and local insurance community.

**Goal 3 – Engage in hazard mitigation project planning and implementation to protect public health, safety, economic vitality, and property including natural and cultural resources, critical facilities and government buildings.**

- Objective 3.1: Identify, secure and allocate appropriate resources for the mitigation of natural, societal and technological hazards defined in the LMS Plan.
- Objective 3.2: Complete hazard mitigation proposals for construction and planning projects to protect the county from the effects of civil disturbance, terrorist acts, hazardous materials, wildland and urban fire, high winds, storms, flooding, drought, and other weather-related disasters.
- Objective 3.3: Actively pursue all available funding sources for identified hazard mitigation projects in order to implement these projects in advance of emergency events.

uniqueness of Alachua County however in this world we live in, it is only reasonable to plan for possible "incidents" at these events.

#### 4.7 Hazard Identification Summary

Below is a table that summarizes hazards identified. Two sections display how they impact Alachua County, either by population or frequency (Figure 4.6.7).

Hazard	Impacted Populations	Potential Frequency or Occurrence
Tropical Cyclone/Hurricanes:	Entire County	High
Floods:	100-year flood plain; Entire County	Moderate
Hazardous Materials:	Entire County	High
Extreme Temperatures:	Entire County	*Low
Wildland Fires:	Urban Interface; Rural Areas	Moderate
Thunderstorms and Tornadoes:	Entire County	*Low
Drought:	Entire County	*Low
Sinkholes and Subsidence:	Entire County	Low
Terrorism:	Entire County	High
Exotic Pests and Diseases:	Entire County	Low
Disease and Pandemic Outbreaks:	Entire County	Moderate
Critical Infrastructure Disruption:	Entire County	High
Special Events:	UF, Gainesville Raceway & Motocross	High
Major Transportation Incident:	Entire County	High

Figure 4.6.7  
Summary of Hazards Identified in Alachua County, Florida  
\* Indicates hazard not occurred but possibility exist

**High:** 75 percent to 100 percent probability in next year

**Moderate:** 50 to 74 percent probability in next year, or at least once within a year.

**Low:** Up to 49 percent probability in next year, or at least once within a year.

### 5.4 Funding Sources

Alachua County LMS Work Group will make every attempt to secure funding from any of these sources for identified mitigation projects or plans. Listed below is the list of primary funding sources:

- Hazard Mitigation Grant Program
- Florida Communities Trust
- Florida Small Cities Community Development Block Grant Program
- Emergency Management Preparedness and Assistance Trust Fund
- Flood Mitigation Assistance Program
- Pre-Disaster Mitigation Program
- State Housing Initiative Partnership Program
- Surface Water Improvement and Management Program
- Low-Income Home Energy Assistance and Weatherization
- Low-Income Emergency Home Repair Program
- Energy Neighborhood Fund
- Florida Department of Agriculture and Consumer Services/Division of Forestry Wildfire Grant Funds
- Florida Department of Transportation
- National Resource Conservation Services
- US Corp of Engineers, Emergency Bank Protection Program
- Office of Domestic Preparedness

The most probable sources for funding for mitigation projects is the Hazard Mitigation Grant Program (HMGP), the Pre-Disaster Mitigation program (PDM), The Repetitive Loss Program and the NFIP Community Rating System. Since these funding sources are necessary for mitigation, these programs are elaborated upon below:

#### ***Hazard Mitigation Grant Program (HMGP)***

The Hazard Mitigation Grant Program is authorized by Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (PL 93-388 amended). It is a partnership that is designed to assist states, local governments, private non-profit organizations and Indian Tribes in implementing long-term hazard mitigation measures following a major disaster. The objectives of the Hazard Mitigation Grant Program are:

- To prevent future losses of lives and damage to property due to disasters
- To implement state or local hazard mitigation plans
- To enable mitigation measures to be implemented during immediate recovery from a disaster
- To provide funding for previously identified mitigation measures that benefit the disaster area

#### ***Pre-Disaster Mitigation (PDM)***

Pre-Disaster Mitigation was authorized by Section §203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended by Section §102 of the Disaster Mitigation Act of 2000, to assist communities to implement hazard mitigation programs designed to reduce overall risk to the population and structures before the next disaster occurs. The Florida Division of Emergency Management solicits project applications that address eligible mitigation activities that are designed to reduce your community's overall risk to hazards. The strength of the funding available has wavered through the years, and has been significantly reduced from prior year's levels.

***Florida Mitigation Assistance Program (FMA)***

The purpose of the Flood Mitigation Assistance Program is to reduce or eliminate the long-term risk of flood damage to buildings, manufactured homes, and other structures insured under the National Flood Insurance Program, whether the structure is a repetitive loss or not. Therefore, any insured structure with one or more losses is eligible for assistance.

***Repetitive Loss Program (RLP)***

Priority for grant assistance will be those structures on the severe repetitive loss list which are currently insured under the National Flood Insurance Program. Further prioritization will be to those individual projects that create the greatest savings to the National Flood Insurance Fund based on cost-effectiveness as demonstrated through a Benefit Cost Analysis (BCA) using the FEMA approved BCA Flood Modules. Copies of the BCA Toolkit, including the Flood Modules, may be downloaded at no cost.

***NFIP Community Rating System (CRS)***

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP). The NFIP offers flood insurance in communities that comply with minimum standards for floodplain management.

The NFIP's Community Rating System (CRS) recognizes community efforts beyond those minimum standards by reducing flood insurance premiums for the policy holders. CRS discounts on flood insurance premiums range from five percent up to 45 percent. Those discounts provide an incentive for new flood protection activities that can help save lives and property in the event of a flood.

**5.5 Emergency Support Function (ESF)**

Alachua County Emergency Management will serve as the coordinating agency for all response and post-disaster / recovery activities. Emergency Management will notify and activate all Emergency Support Functions (ESF) to coordinate activities required to mitigate a disaster. The Emergency Support Functions are identified in **Appendix C**.

**5.6 Maintenance and Monitoring**

The Alachua County LMS Work Group recognizes that in order to be effective, the Alachua County LMS needs to be reviewed and updated on a regular basis. The following procedures are being outlined to satisfy this process:

- The Work Group will meet on a regular basis (semi-annual at a minimum) to review the Project Ranking and Project Initiative List, review the status of projects and stay in contact with the party responsible for the project. The Project Ranking Task Force must meet 30 days after the project submission window ends to validate scores. The LMS Work Group will meet after a disaster or any event to ensure the Strategy document is current and reflects changing conditions within the County. It is the responsibility of the LMS Jurisdictional member to complete the "Recent Disaster / Event Analysis" form after a disaster or event as a tool to evaluate how mitigation strategies worked. It is the County Emergency Management Liaison who will coordinate all maintenance and monitoring of the LMS. The LMS Work Group Chair or designee will continue to submit the State required documentation annually as described in FL Rule 9G.
- The LMS Work Group will continue to review methods to include additional private sector and/or stakeholders as participants and grow the current list of neighborhood associational representatives.
- The Alachua County Emergency Management staff will continue its leadership responsibility for the County making sure all State prerequisites are met in a timely manner and insure the LMS is

7. **Petition PB-12-99 CPA** City Plan Board. Update the City of Gainesville Comprehensive Plan Intergovernmental Coordination Element.  
*Planning Division staff recommends approval of Petition PB-12-99 CPA.*

[Staff Report](#)

[Appendix A](#) Updated Intergovernmental Coordination Element Addendum to Data & Analysis for the Intergovernmental

[Appendix B](#) Coordination Element: Exhibit B-1 thru Exhibit B-5

[Appendix C](#) Application

Lead Planner Dean Mimms, AICP, gave the staff presentation on this petition.
------------------------------------------------------------------------------

<b>Motion By:</b> Erin Condon	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve Petition PB-12-99 CPA	<b>Upon Vote:</b> 5-0



PLANNING &amp; DEVELOPMENT SERVICES DEPARTMENT

PO BOX 490, STATION 11  
GAINESVILLE, FL 32627306 N.E. 6<sup>TH</sup> AVENUE

P: (352) 334-5022

P: (352) 334-5023

F: (352) 334-2648

**TO: City Plan Board** **Item Number: 9**

**FROM: Planning & Development Services Department** **DATE: December 3, 2012**  
**Staff**

**SUBJECT: Petition PB-12-131 CPA. City Plan Board. Amend the City of Gainesville Comprehensive Plan Public Schools Facilities Element for the Evaluation and Appraisal Process.**

### Recommendation

Approve Petition PB-12-131 CPA.

### Description

The purpose of this petition is to amend the Gainesville Comprehensive Plan for the Evaluation and Appraisal process. The Public Schools Facilities Element was adopted in December 2008, and was amended on January 19, 2012 by Ordinance 110173, which made minor revisions to two policies. Most of the various changes proposed by this petition are needed for compliance with Chapter Law 2011-139 (the Community Planning Act), which was enacted by the Florida Legislature in 2011. With respect to public schools, the 2011 legislation considerably altered the requirements for public school planning. The most substantial changes are that school concurrency and the public schools facilities element of a local government comprehensive plan are no longer mandatory. However, intergovernmental coordination on public school planning is still required, and local governments that retain school concurrency must meet the applicable requirements of Chapter 163.3180, Florida Statutes.

Among the proposed changes are streamlined procedures and rules associated with school concurrency review and the reservation of capacity. Notably, the review process is expedited by allowing certification, by the City, of development proposals with impacts that are below an established threshold.

References to “permanent program capacity” are modified to read “program capacity” reflecting the requirement in the Community Planning Act that relocatables included in the inventory of capacity must be considered for school concurrency purposes. References to the “financially feasible” standard are deleted and the language related to “proportionate share” is amended to establish the “pay and go” option as intended by the Community Planning Act.

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The proposed amendments to the Goals, Objectives, and Policies of the Public Schools Facilities Element are attached, as Appendix A. Additions are underlined and deletions are shown as strike-through.

Appendix B contains a copy of Section 163.3180(6) (a), Florida Statutes, which pertains to concurrency for public school facilities. Appendix C consists of maps that show the locations of the Alachua County School District's elementary, middle and high schools, and their respective attendance zones. These maps are an update to the Data and Analysis Report for the Public Schools Facilities Element.

Respectfully Submitted,



Onelia Lazzari, AICP  
Principal Planner

Prepared by:



Dean Mimms, AICP  
Lead Planner

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## **List of Appendices**

### **Appendix A – Updated Public Schools Facilities Element of City of Gainesville Comprehensive Plan**

Exhibit A-1 Updated Public Schools Facilities Element

### **Appendix B – Statutory Section on School Concurrency**

Exhibit B-1 F.S. 163.3180(6) (a)

### **Appendix C – Updated Data & Analysis for Public Schools Facilities Element**

Exhibit C-1 2012 Elementary Schools / Attendance Zones

Exhibit C-2 2012 Middle Schools / Attendance Zones

Exhibit C-3 2012 High Schools / Attendance Zones

### **Appendix D - Application**

Exhibit D-1 Application



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## **Appendix A - Updated Public Schools Facilities Element of City of Gainesville Comprehensive Plan**

### Exhibit A-1 Updated Public Schools Facilities Element

## **PUBLIC SCHOOLS FACILITIES ELEMENT**

### **GOAL 1**

**THE CITY SHALL COLLABORATE WITH THE SCHOOL BOARD OF ALACHUA COUNTY (SCHOOL BOARD) TO PLAN FOR PUBLIC SCHOOL CAPACITY TO ACCOMMODATE PROJECTED ENROLLMENT DEMAND WITHIN THE FIVE YEAR, TEN YEAR, AND TWENTY YEAR PLANNING PERIODS.**

#### **Objective 1.1**

**The City of Gainesville shall consider public school capacity when making future land use decisions, recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use and rezoning for residential development that generate students and impact Alachua County's public school system.**

#### Policies

##### 1.1.1

The City, in conjunction with the School Board, shall annually update and maintain a public school facilities map series as supporting data and analysis. The public school facilities map series in the data and analysis shall include at a minimum:

- (a) A map or maps which identify the existing location of public school facilities by type and existing location of ancillary plants;
- (b) A future conditions map or map series which depicts the planned general location of public school facilities and ancillary plants and renovated facilities by year for the five-year planning period and the long-range planning period; and,
- (c) A map or map series which depicts School Concurrency Service Areas (hereinafter "SCSAs") for high schools, middle schools and elementary schools.

##### 1.1.2

The City shall coordinate land use decisions with the School Board's Long Range Facilities Plans by requesting School Board review of proposed comprehensive plan amendments and rezonings that would increase residential density.

##### 1.1.3

For purposes of coordinating land use decisions with school capacity planning, the SCSAs that are established for high, middle and elementary schools as part of the Interlocal Agreement for Public

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School Facility Planning (hereinafter the "Interlocal Agreement") shall be used for school capacity planning. ~~For purposes of this planning assessment, existing or planned capacity in adjacent SCSAs shall not be considered.~~

#### 1.1.4

In reviewing land use decisions, the School Board may address the following issues as applicable:

- (a) Whether school capacity or planned improvements to accommodate the enrollment is available;
- (b) Whether school sites and facilities are located within neighborhoods;
- (c) Whether parks, recreation and neighborhood facilities are collocated with school sites;
- (d) Whether bikeways, trails, and sidewalks are provided for safe access to schools;
- (e) Traffic circulation in the vicinity of schools including the provision of off-site signalization, signage, access improvements, sidewalks to serve schools and the inclusion of school bus stops and turnarounds;
- (f) Encouraging the private sector to identify and implement creative solutions to for developing adequate school facilities in residential developments;
- (g) Whether the proposed location is consistent with any local government's school design and planning policies.

#### 1.1.5

The School Board shall report its findings and recommendations in a report (hereinafter, the "Report") regarding the land use decision to the City. If the School Board determines that capacity is insufficient to support the proposed land use decision, the "Report" ~~School Board~~ shall include its recommendations to remedy the capacity deficiency including estimated costs and financial feasibility. The School Board shall forward the "Report" to all local governments municipalities within the County.

#### 1.1.6

The City shall consider and review the ~~School Board's comments and~~ "Report's" findings and recommendations regarding the availability of school capacity in the evaluation of land use decisions.

#### 1.1.7

Capacity Enhancement Agreements shall be encouraged to ensure adequate capacity is available at the time the school impact is created. The School Board's Long Range Facilities Plans for over the 5-year, 10-year and 20-year periods shall be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

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### 1.1.8

The School Board ~~shall will~~ annually provide a cumulative report of land use decisions and the effect of those decisions on public school capacity to the Elected Officials Group that has been established pursuant to the Interlocal Agreement.

## GOAL 2

**PROVIDE ADEQUATE PUBLIC SCHOOL CAPACITY TO ACCOMMODATE ENROLLMENT DEMAND WITHIN THE SCHOOL BOARD'S A FINANCIALLY FEASIBLE, FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM.**

### Objective 2.1

**The City shall coordinate with the School Board in considering the impact that final development orders ~~future land use decisions~~ will have on the future availability of adequate public school facility capacity through its authority to implement school concurrency.**

#### Policies

##### 2.1.1

The City, School Board, County and other municipalities in Alachua County, shall ~~use~~ amend the Interlocal Agreement for Public School Facility Planning (hereinafter the Interlocal Agreement) to guide the implementation of school concurrency within Alachua County. The Interlocal Agreement shall be consistent with the goals, objectives and policies of this element.

##### 2.1.2

The City shall amend its land development regulations to include provisions for public school concurrency management.

### Objective 2.2

**Final development orders ~~subdivisions or final plats or final development plans~~ approved by the City shall meet the adopted level of service (LOS) standards within the 5-year period of the School Board's District's "5-Year District Facilities Work Program" (which is updated on an annual basis).**

#### Policies

##### 2.2.1

The uniform, district-wide LOS standards ~~for elementary, middle and high schools~~ shall be 100% of Permanent Program Capacity ~~as annually adjusted by the School Board for elementary, middle and high schools.~~ This LOS standard shall apply to all school concurrency service areas (SCSAs) (within Gainesville's city limits) as adopted in the Interlocal Agreement, ~~except on an interim basis for the elementary Concurrency Service Area listed below:~~

~~Newberry SCSA — 115% of Permanent Program Capacity through 2010-2011;~~

~~High Springs SCSA — 120% of Permanent Program Capacity through 2010-2011; and~~

~~West Urban SCSA — 115% of Permanent Program Capacity through 2010-2011.~~

~~(Note — The High Springs and Newberry SCSAs are outside of Gainesville City limits. The LOS standard for the High Springs and Newberry SCSAs are included in order to meet the requirement~~

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~~for uniform, district-wide standards. The LOS standard for the West Urban SCSA shall only apply to areas that are within Gainesville's city limits.)~~

For combination schools, the School Board shall separately determine the capacity of each school to accommodate elementary, middle and high school students, and shall apply the LOS standard prescribed above for elementary, middle and high school levels respectively.

### 2.2.2

Amendments to the LOS standards shall be accomplished by execution of an amendment to the Interlocal Agreement by all parties and adoption of amendments to the local government comprehensive plans. Changes to the LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard is financially feasible and can be achieved and maintained within the period covered by the applicable five years of the School District's Board's "5-Year District Facilities Work Program".

## Objective 2.3

**The City, in coordination with the School Board and the local governments within Alachua County, shall use the SCSAs as the areas within which an evaluation is made as to whether adequate school capacity is available based on the adopted LOS standards.**

### Policies

#### 2.3.1

SCSAs for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. SCSA boundaries shall be included in a map series as part of the Data and Analysis for this Element.

#### 2.3.2

SCSAs shall maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into account transportation costs, student travel times, any court-approved desegregation plans, and capacity commitments pertaining to development approvals by the local governments within Alachua County.

#### 2.3.3

SCSA boundaries shall consider the relationship of school facilities to the communities they serve including reserve area designations and extraterritorial areas established under the "Alachua County Boundary Adjustment Act", and the effect of changing development trends.

#### 2.3.4

The City, in coordination with the School Board and the local governments within Alachua County, shall use the following process to modify SCSAs:

- (a) Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps;

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- (b) Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy 2.3.2., and shall be ~~financially feasible~~ within the five-year period described by the School District's Board's "5-Year District Facilities Work Program";
- (c) The School Board shall transmit the proposed SCSA boundary modification with data and analysis to support the changes to the Elected Officials Group;
- (d) The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the School Board and the parties to the Interlocal Agreement; and,
- (e) Modifications to a SCSA shall become effective as provided in the Interlocal Agreement for Public School Facility Planning.

#### Objective 2.4

**In coordination with the School Board, the City will establish a joint process for implementation of school concurrency which includes applicability, capacity determination, availability standards, and school capacity methodology.**

#### Policies

##### 2.4.1

The issuance of final development orders ~~subdivisions or plats and development plan approvals~~ for residential development shall be subject to the availability of adequate school capacity based on the Level of Service (LOS) standards adopted in this Element.

##### 2.4.2

The following residential developments are exempt from the school concurrency requirements:

1. Single-family lots of record that received final subdivision or plat approval prior to December 18, 2008, or single-family subdivisions or plats that ~~were~~ are filed with the City, and ~~have~~ received preliminary development approval prior to December 18, 2008 and such development approval has not expired.
2. Multi-family residential development that received a final development order ~~site plan approval~~ prior to December 18, 2008, or multi-family development plans that ~~were~~ are filed with the City and ~~have~~ received preliminary development plan approval prior to December 18, 2008 and the development approval has not expired.
3. Amendments to final development orders ~~final subdivisions or final plats or final development plans~~ for residential development that were approved prior to December 18, 2008, and which do not increase the number of students generated by the development.
4. Age-restricted developments that prohibit permanent occupancy by persons of school age. Such restrictions must be recorded, as covenants running with the land and irrevocable for a period of at least thirty (30) years and lawful under applicable state and

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federal housing statutes. The applicant must demonstrate that these conditions are satisfied.

5. Group quarters that do not generate students that will be housed in public school facilities, including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

#### 2.4.3

Student generation rates used to determine the impact of a particular development application on public schools, and the costs per student station, shall be determined in accordance with professionally accepted methodologies and adopted annually by the School Board in the School District's "5-Year District Facilities Work Program".

#### 2.4.4

The School Board shall determine the level of service or utilization rate of each school using a uniform methodology. The School Board shall use ~~permanent~~ program capacity as the standard methodology to determine the capacity of elementary, middle, and high school facilities. School enrollment shall be based on the enrollment of each individual school based on counts reported by the School Board to the Department of Education.

#### 2.4.5

The School Board staff and City staff shall ~~conduct a~~ jointly establish methods and procedures for concurrency review for all development ~~plan~~ approvals subject to school concurrency. ~~This review shall include findings and recommendations to the City whether there is adequate school capacity to accommodate the proposed development.~~

1. Adequate school capacity means there is sufficient school capacity at the adopted LOS standards to accommodate the demand created by a proposed development for each type of school within the affected SCSA.
2. The City will determine if public schools facilities concurrency is met and will issue a concurrency decision, based on the School Board's findings for specific developments where applicable, or based on the thresholds established in the annual report issued by the School Board pursuant to Section 8.5.8 of the Interlocal Agreement. ~~and recommendations shall address whether adequate capacity exists for each type of school, based on the adopted LOS standards. If adequate capacity does not exist, the School Board shall identify possible mitigation options that may be considered consistent with the policies set forth within Objective 2.5.~~

~~The City will issue a concurrency determination taking into consideration the School Board's written findings and recommendations.~~

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#### 2.4.6

School concurrency applies only to residential development or a phase of residential (single-family and multi-family) development requiring a subdivision or plat approval, development plan, or its functional equivalent, proposed or established after December 18, 2008.

The City shall amend the concurrency management systems in its land development code regulations to require that all new residential development be reviewed for school concurrency no later than the time of final subdivision, final plat or final development plan. The City shall not deny a final subdivision, final plat or final development plan for residential development due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

1. Adequate school facilities will be in place or under construction within three years, as programmed provided in the School District's Board's "5-Year District Facilities Work Program" ~~adopted~~ incorporated by reference in as part of the Capital Improvements Element, after the issuance of the final subdivision, final plat or final development plan for residential development; or,
2. Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years, as programmed provided in the School District's Board's "5-Year District Facilities Work Program" ~~adopted~~ incorporated by reference in as part of the Capital Improvements Element, after the issuance of the final subdivision, final plat or final development plan approval; or,
3. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final subdivision, plat or development plan (or functional equivalent) as provided in this Eelement.

#### 2.4.7

The Land Development Code shall be amended to provide that the City shall not issue a ~~certificate of final concurrency certification~~ for any nonexempt residential development application until the City School Board has issued a ~~school capacity availability determination letter~~ decision pursuant to Policy 2.4.5 verifying that school capacity is available to serve the development. The ~~decision school capacity availability determination letter~~ shall indicate a temporary commitment of capacity of necessary school facilities for a period not to exceed twelve (12) months or until a final development order is issued, whichever occurs first, or as specified for phased projects in the City's Land Development Code.

- (a) Once the City reserves school capacity for concurrency purposes as a part of the final development order, the school capacity necessary to serve the development shall be considered reserved for a period not to exceed three (3) years, or longer if the School Board concurs that there is sufficient capacity for a reservation for a longer period until completion of construction of development infrastructure required by the development order as specified in the City's land development regulations. These time frames shall be subject to any State-mandated extensions of development approvals.

- (b) Phased projects, as provided for in the City's Land Development Code regulations, may obtain approval for a longer period, provided the development order is in accordance with an binding development agreement entered into by the School Board, the City of Gainesville, and the developer, which may include a phasing schedule or other timing plan for development plan approvals, capacity reservation fees, capacity enhancement agreements, or other requirements as determined by the School Board.
- (c) The City shall notify the School Board within fifteen (15) working days of the approval or expiration of a concurrency reservation for a residential development. No further determination of school capacity availability shall be required for the residential development before the expiration of the certificate of final concurrency, except that any increase in impact change requires review.

#### 2.4.8

In the event that it has been determined pursuant to Policy 2.4.5 the School Board determines that there is not sufficient capacity in the affected concurrency service area or an adjacent concurrency service area to address the impacts of a proposed development, the following standards shall apply. Either (1) the final development order development plan or final subdivision or final plat must provide capacity enhancement for proportionate share mitigation sufficient to meet its impacts through proportionate share mitigation per Objective 2.5; or (2) the final development order development plan or final subdivision or final plat must be delayed to a date when capacity enhancement and the level of service standard can be met concurrent with the impact of the development.

#### 2.4.9

~~In evaluating a subdivision plat or development plan for concurrency, any relevant programmed improvements in years 2 or 3 of the 5-year schedule of improvements (5-Year District Facilities Work Program) shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years 4 or 5 of the 5-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of achieving adequate capacity within 3 years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.~~

#### Objective 2.5

The City, in coordination with the School Board, shall provide for proportionate share mitigation alternatives that are determined by the School Board to be financially feasible, and will achieve and maintain the adopted LOS standard consistent with the School District's Board's adopted financially feasible "5-Year District Facilities Work Program" shall be established.



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## Policies

### 2.5.1

Mitigation ~~shall~~ may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the School Board assumes operational responsibility through incorporation in its adopted ~~financially feasible~~ "5-Year District Facilities Work Program", and which will maintain adopted LOS standards.

1. The payment of a proportionate share amount as calculated by the formula prescribed in Policy 2.5.3 or the equivalent contribution, construction, or funding of school facilities or sites sufficient to offset the demand for public school facilities created by the proposed development;
2. The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits;
3. The establishment of a charter school with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF); ~~and,~~

### 2.5.2

Mitigation must be directed toward a program permanent capacity improvement identified in the School Board's ~~financially feasible~~ District's "5-Year District Facilities Work Program", which satisfies the demand created by the proposed development consistent with the adopted LOS standards. Mitigation shall be directed to projects in the School District's "5-Year District Facilities Work Program" that the School Board determines will satisfy the demand created by that development approval. Such mitigation proposals shall be reviewed by the School Board, the City and any affected local government. If agreed to by all parties, the mitigation shall be assured by a legally binding agreement, consistent with Sec. 163.3180, F.S., between the School Board, the City, any affected local government, and the applicant, which shall be executed prior to the City's issuance of the final development order or the functional equivalent. If the mitigation proposal is for a project that is not within the School District's adopted "5-Year District Facilities Work Program", and if the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in the School District's "5-Year District Facilities Work Program".

### 2.5.3

~~Mitigation shall be directed to projects in the School Board's financially feasible 5-Year District Facilities Work Program that will satisfy the demand created by that development approval. Such mitigation proposals shall be reviewed by the School Board, the City and any affected local government. If agreed to by all parties, the mitigation shall be assured by a legally binding agreement between the School Board, the City, and the applicant which shall be executed prior to the City's issuance of the final subdivision plat or the final development plan approval. If the mitigation proposal is for a project that is not within the School Board's adopted 5-Year District Facilities Work Program, acceptance of the proposal will be subject to determination by the School Board of the financial feasibility of the project. If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in its 5-Year District Facilities Work Program.~~

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#### 2.5.34

The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

Number of Student Stations (by School Type) = Number of Dwelling Units by Housing Type X Student Generation Multiplier (by Housing Type and School Type);

Proportionate Share Amount = Number of Student Stations (by School Type) X Cost per Student Station for School Type;

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle or high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review;

The School Board average cost per student station shall only include school facility construction and land costs, and costs to build schools to emergency shelter standards when applicable; and,

The applicant's proportionate-share mitigation obligation shall be credited toward any school concurrency related impact or exaction fee imposed by local ordinance for school concurrency for the same development, on a dollar-for-dollar basis, at fair market value as of the date of contribution.

#### Objective 2.6

**The City shall incorporate, by reference, the School District's Board's annually updated "5-Year District Facilities Work Program" in its Capital Improvements Element and 5-Year Schedule of Capital Improvements.**

#### Policy

##### 2.6.1

The School Board shall annually update and amend the School District's "5-Year District Facilities Work Program" to reflect the LOS standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The 5-Year District Facilities Work Program ensures that the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule of capital improvements. The "5-Year District Facilities Work Program" shall also address the correction of existing facility deficiencies and facilities needed to meet future needs. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure that the LOS is achieved and maintained within the subsequent 5-year schedules of capital improvements necessary to address existing deficiencies and meet future needs, based upon achieving and maintaining the adopted LOS standards. The City shall have neither the obligation nor responsibility for funding the School District's "5-Year District Facilities Work Program" by incorporating it by reference in the Capital Improvements Element of the City's Comprehensive Plan.

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### GOAL 3

**THE CITY SHALL COORDINATE WITH THE SCHOOL BOARD IN THE BOARD'S EFFORTS TO PROVIDE PUBLIC SCHOOLS IN APPROPRIATE LOCATIONS.**

#### Objective 3.1

Public schools are allowed in the Residential, Mixed-Use, Urban Mixed-Use, Office and Education land use categories described in Policy 4.1.1 of the Future Land Use Element, and can be a use specified within a given Planned Use District. Public schools should be compatible with surrounding uses.

#### Policies

##### 3.1.1

All new public schools built within Gainesville's municipal boundaries will be coordinated by the School Board with the City in order to: verify consistency between the location of the school and the Comprehensive Plan; ensure that new schools are proximate to, consistent with and accessible from existing and proposed residential areas; ensure that new schools are co-located with other appropriate public facilities when possible, and ensure that ~~have~~ the on-site and off-site infrastructure is necessary in place or available to support the new schools.

##### 3.1.2

The City, in conjunction with the School Board, shall promote the neighborhood concept in new developments or redevelopment by encouraging the use of public schools as neighborhood centers.

##### 3.1.3

The City shall consider compatibility of uses adjacent to public schools when it considers land use and zoning proposals, and shall consider input from the School Board concerning compatibility of proposed uses with existing schools and known future school sites.

#### Objective 3.2

**The City shall coordinate with the School Board on the reduction of hazardous walking conditions.**

#### Policy

##### 3.2.1

To reduce hazardous walking conditions consistent with Florida's Safe Paths School program, the City shall coordinate with the School Board to implement the provisions of Section 1006.23, F.S., including identification and correction of hazardous conditions along walking routes to schools, and identification of proposed projects to remedy such conditions, subject to the availability and appropriation of legally available funds.

#### Objective 3.3

**Potential school sites shall be evaluated consistent with the school site evaluation requirements in the Interlocal Agreement.**

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Policy

3.3.1

The School Board and the City will follow the school site evaluation procedures that are in the Interlocal Agreement when evaluating new school sites within the Gainesville's city limits.

#### Objective 3.4

**The City herein establishes development requirements for public school sites within Gainesville's city limits in order to achieve compatibility with the surrounding neighborhoods and with the comprehensive plan.**

Policy

3.4.1

The City shall require the development of school sites to be consistent with the following minimum requirements provided they are not in conflict with the State Requirements for Educational Facilities (SREF).

- a. Playgrounds, playing fields, and athletic courts (including lighting, if applicable) shall be located and buffered so as to minimize impacts to adjacent residential property;
- b. The following minimum size guidelines have been recommended by the School Board: Elementary School - 25 acres, Middle School - 35 acres, High School - 65 acres. These guidelines shall not preclude smaller sized sites if determined to be acceptable by the School Board.
- c. Maximum height of the school structure shall adhere to the height requirements established for the zoning district for the school site zoning district;
- d. Building setbacks from property lines or build-to lines for all schools shall adhere to the minimum building setback requirements established in the Land Development Code ~~for the zoning district for the school site zoning district;~~
- e. All parking areas on school sites shall adhere to the minimum setback requirements or locational requirements established for the zoning district;
- f. Access to school sites shall be governed by the City's, County's and FDOT's access management regulations as relevant, including installation by the School Board, or other party as determined by the City, of all access-related improvement required by such regulations;
- g. The site shall be required to provide bicycle/pedestrian connections to sidewalks, trails, and bikeways internal or adjacent to residential neighborhoods, including the provision of safe roadway crossings;
- h. Development of the site shall be consistent with applicable policies of the City's Comprehensive Plan; Future Land Use Element, Transportation Mobility Element, and the Conservation, Open Space and Groundwater Recharge Element of this plan;

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- i. Development of the site shall ~~be~~ meet the applicable environmental requirements of the City's Land Development Code, Surface Waters and Wetlands District, as found in Article VIII. Environmental Management, Subdivision III. Wetlands and Surface Waters District of the Land Development Regulations.

### **Objective 3.5**

**The City shall coordinate with the School Board plans for supporting infrastructure.**

Policy

#### 3.5.1

As part of the annual review and update of the Capital Improvements Element, the City shall consider infrastructure required to support proposed new school facilities within city limits.

### **GOAL 4**

**PROMOTE AND OPTIMIZE INTERGOVERNMENTAL COOPERATION FOR EFFECTIVE PLANNING OF PUBLIC SCHOOL FACILITIES.**

### **Objective 4.1**

**The City shall include representatives of the School Board on the City Plan Board and the Technical Review Committee.**

Policies

#### 4.1.1

As provided in the Interlocal Agreement, the City shall include a representative appointed by the School Board on the City Plan Board to attend meetings at which the Plan Board considers comprehensive plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the proposed plan amendment or rezoning.

#### 4.1.2

As provided in the Interlocal Agreement, the School Board will appoint a representative to advise the Technical Review Committee on development and redevelopment that ~~which~~ could have a significant impact on student enrollment or school facilities.

### **Objective 4.2**

**The City shall participate in meetings and other actions established to promote coordination and the sharing of data and information.**

Policies

#### 4.2.1

As provided in the Interlocal Agreement, a staff working group of the School Board and of the local governments within Alachua County will meet to identify issues and assemble and evaluate information regarding the coordination of land use and school facilities planning.

#### 4.2.2

As provided in the Interlocal Agreement, one or more representatives of the School Board and of the local governments within Alachua County will meet at least annually in joint workshop sessions. The joint workshop sessions will be opportunities for the elected officials to hear reports, discuss policy, set direction, and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, including population and student growth, development trends, school needs, off-site improvements, and joint use opportunities. The School Board shall be responsible for making meeting arrangements and providing notification to the general public of the annual meeting.

#### Objective 4.3

**The School Board will coordinate with the City and with the other local governments within Alachua County to maintain and update student enrollment and population projections.**

#### Policies

##### 4.3.1

The School Board will coordinate with the City and the other local governments within Alachua County to base school planning upon consistent projections of the amount, type, and distribution of population growth and student enrollment. Countywide 5-year population and student enrollment projections shall be reviewed and updated annually.

##### 4.3.2

The School Board shall use student population projections based on information produced by the demographic and education estimating conferences pursuant to Section 216.136, F.S. and the Department of Education Capital Outlay Full-Time Equivalent (COFTE). The School Board may request adjustment to the projections based on actual enrollment and development trends. In formulating such a request, the School Board will coordinate with the other local governments in Alachua County regarding development trends, enrollment projections and future population projections.

##### 4.3.3

As provided in the Interlocal Agreement, the City shall annually provide the School Board a report on growth and development trends within its municipal boundaries for the preceding calendar year. The report is for the School Board's consideration in allocating projected student enrollment into school attendance zones.

##### 4.3.4

No later than October 1<sup>st</sup> ~~August 15<sup>th</sup>~~ of each year, the School Board shall submit to the City the School Board's information pertaining to the School District's tentative "5-Five Year District Facilities Work Program". The program will be consistent with the requirements of Sections 1013.31~~3~~ and 1013.35, F.S., and will include projected student populations apportioned geographically, an inventory of existing school facilities, projections of facility space needs, information on relocatables, general locations of new schools for the 5-, 10- and 20-year time periods, and options to reduce the need for additional permanent student stations. ~~The Work Program is to be financially feasible for a five-year period.~~ The City shall review the program and

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provide comments to the School Board within 30 days on the consistency of the program with the City's local comprehensive plan, including the Capital Improvements Element, and as to whether a comprehensive plan amendment will be necessary for any proposed educational facility within Gainesville's city limits.

#### 4.3.5

At least one year prior to preparation of each Educational Plant Survey, the staff working group established pursuant to Policy 4.2.1 will assist the School Board in an advisory capacity in preparation of the Survey. The Survey shall be consistent with the requirements of Section 1013.313, F.S., and include an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each. ~~The~~A staff working group will evaluate and make recommendations regarding the location and need for new schools, significant expansions of existing schools, closures of existing facilities, and the consistency of such plans with the local government comprehensive plan(s).

#### Objective 4.4

**The School Board, in coordination with the City and the other local governments in Alachua County, shall implement an effective process for identification and selection of school sites and for review of significant expansions and school closures.**

#### Policies

##### 4.4.1

The School Board will establish a School Planning Advisory Committee (SPAC) for the purpose of reviewing potential sites for new schools, proposals for significant school expansions, and potential closure of existing schools. Based on information gathered during the review, the SPAC will submit recommendations to the Superintendent of Schools. The SPAC will be a standing committee that will meet on an as-needed basis. In addition to appropriate representatives of the School Board staff, the SPAC will include staff representatives from each of the local governments within Alachua County, and a diverse group of community members.

##### 4.4.2

When the need for a new school site is identified in the School ~~District's Board's~~ "5-Year District Facilities Work Program", the SPAC will develop a list of potential sites. The list will be submitted to the local government(s) with jurisdiction for an informal assessment regarding consistency with this Element. Based on the information gathered during this review, and the evaluation criteria set forth in this Element, the SPAC will make a recommendation to the Superintendent of Schools on ~~of~~ one or more sites.

##### 4.4.3

~~For significant expansions and potential closures,~~ The SPAC will make appropriate recommendations to the Superintendent on significant expansions and potential closures of schools to the Superintendent.

##### 4.4.4

At least 60 days prior to acquiring or leasing property that may be used for a new public educational facility within Gainesville's city limits, the School Board shall provide the City written

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notice of its intent. The City shall notify the School Board within 45 days of receipt of this notice as to the proposed new public education facility site's consistency with the comprehensive plan. This notice does not constitute the local government's determination of consistency of any proposed construction pursuant to Section 1013.33 (12), (13), (14), (15), F.S.

## **GOAL 5**

### **THE CITY SHALL MONITOR AND EVALUATE THE PUBLIC SCHOOL FACILITIES ELEMENT.**

#### **Objective 5.1**

**On an ongoing basis, the City shall evaluate the comprehensive plan with the school facilities plans of the School Board to ensure consistency.**

#### Policies

##### 5.1.1

The City and the School Board will coordinate during updates or amendments to the comprehensive plan and during updates or amendments to long-range plans for School Board facilities. The City shall consider amendments to the comprehensive plan, as necessary.

##### 5.1.2

Consistent with the Interlocal Agreement, a staff working group will meet to discuss issues related to the effectiveness of implementing this Element and the Interlocal Agreement.

##### 5.1.3

During the Evaluation and Appraisal process ~~EAR~~ process, City staff will review the comprehensive plan and make a recommendation to the City Plan Board regarding the need for plan amendments that would help to support public schools within or proximate to City limits.



## Appendix B – Statutory Section on School Concurrency

### Exhibit B-1

#### F.S. 163.3180 Concurrency.—

...

(6)(a) Local governments that apply concurrency to public education facilities shall include principles, guidelines, standards, and strategies, including adopted levels of service, in their comprehensive plans and interlocal agreements. The choice of one or more municipalities to not adopt school concurrency and enter into the interlocal agreement does not preclude implementation of school concurrency within other jurisdictions of the school district if the county and one or more municipalities have adopted school concurrency into their comprehensive plan and interlocal agreement that represents at least 80 percent of the total countywide population. All local government provisions included in comprehensive plans regarding school concurrency within a county must be consistent with each other and the requirements of this part.

(b) Local governments and school boards imposing school concurrency shall exercise authority in conjunction with each other to establish jointly adequate level-of-service standards necessary to implement the adopted local government comprehensive plan, based on data and analysis.

(c) Public school level-of-service standards shall be included and adopted into the capital improvements element of the local comprehensive plan and shall apply districtwide to all schools of the same type. Types of schools may include elementary, middle, and high schools as well as special purpose facilities such as magnet schools.

(d) Local governments and school boards may utilize tiered level-of-service standards to allow time to achieve an adequate and desirable level of service as circumstances warrant.

(e) A school district that includes relocatable facilities in its inventory of student stations shall include the capacity of such relocatable facilities as provided in s. 1013.35(2)(b)2.f., provided the relocatable facilities were purchased after 1998 and the relocatable facilities meet the standards for long-term use pursuant to s. 1013.20.

(f)1. In order to balance competing interests, preserve the constitutional concept of uniformity, and avoid disruption of existing educational and growth management processes, local governments are encouraged, if they elect to adopt school concurrency, to apply school concurrency to development on a districtwide basis so that a concurrency determination for a specific development will be based upon the availability of school capacity districtwide.

2. If a local government elects to apply school concurrency on a less than districtwide basis, by using school attendance zones or concurrency service areas:

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a. Local governments and school boards shall have the burden to demonstrate that the utilization of school capacity is maximized to the greatest extent possible in the comprehensive plan and amendment, taking into account transportation costs and court-approved desegregation plans, as well as other factors. In addition, in order to achieve concurrency within the service area boundaries selected by local governments and school boards, the service area boundaries, together with the standards for establishing those boundaries, shall be identified and included as supporting data and analysis for the comprehensive plan.

b. Where school capacity is available on a districtwide basis but school concurrency is applied on a less than districtwide basis in the form of concurrency service areas, if the adopted level-of-service standard cannot be met in a particular service area as applied to an application for a development permit and if the needed capacity for the particular service area is available in one or more contiguous service areas, as adopted by the local government, then the local government may not deny an application for site plan or final subdivision approval or the functional equivalent for a development or phase of a development on the basis of school concurrency, and if issued, development impacts shall be subtracted from the contiguous service area's capacity totals. Students from the development may not be required to go to the adjacent service area unless the school board rezones the area in which the development occurs.

(g) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level-of-service standard. A comprehensive plan that imposes school concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period consistent with the school board's educational facilities plan.

(h)1. In order to limit the liability of local governments, a local government may allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the development to satisfy school concurrency, if all the following factors are shown to exist:

a. The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted local plan, as determined by the local government.

b. The local government's capital improvements element and the school board's educational facilities plan provide for school facilities adequate to serve the proposed development, and the local government or school board has not implemented that element or the project includes a plan that demonstrates that the capital facilities needed as a result of the project can be reasonably provided.

c. The local government and school board have provided a means by which the landowner will be assessed a proportionate share of the cost of providing the school facilities necessary to serve the proposed development.

2. If a local government applies school concurrency, it may not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for failure to achieve and maintain the level-of-service standard for public school capacity in a local school concurrency management system where adequate school facilities will be in place or under actual construction within 3 years after the issuance of final subdivision or site plan approval, or the functional equivalent. School concurrency is satisfied if the developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by actual development of the property, including, but not limited to, the options described in sub-subparagraph a. Options for proportionate-share mitigation of impacts on public school facilities must be established in the comprehensive plan and the interlocal agreement pursuant to s. 163.31777.

a. Appropriate mitigation options include the contribution of land; the construction, expansion, or payment for land acquisition or construction of a public school facility; the construction of a charter school that complies with the requirements of s. 1002.33(18); or the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits. Such options must include execution by the applicant and the local government of a development agreement that constitutes a legally binding commitment to pay proportionate-share mitigation for the additional residential units approved by the local government in a development order and actually developed on the property, taking into account residential density allowed on the property prior to the plan amendment that increased the overall residential density. The district school board must be a party to such an agreement. As a condition of its entry into such a development agreement, the local government may require the landowner to agree to continuing renewal of the agreement upon its expiration.

b. If the interlocal agreement and the local government comprehensive plan authorize a contribution of land; the construction, expansion, or payment for land acquisition; the construction or expansion of a public school facility, or a portion thereof; or the construction of a charter school that complies with the requirements of s. 1002.33(18), as proportionate-share mitigation, the local government shall credit such a contribution, construction, expansion, or payment toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar-for-dollar basis at fair market value.

c. Any proportionate-share mitigation must be directed by the school board toward a school capacity improvement identified in the 5-year school board educational facilities plan that satisfies the demands created by the development in accordance with a binding developer's agreement.

3. This paragraph does not limit the authority of a local government to deny a development permit or its functional equivalent pursuant to its home rule regulatory powers, except as provided in this part.

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(i) When establishing concurrency requirements for public schools, a local government must enter into an interlocal agreement that satisfies the requirements in ss. 163.3177(6)(h)1. and 2. and 163.31777 and the requirements of this subsection. The interlocal agreement shall acknowledge both the school board's constitutional and statutory obligations to provide a uniform system of free public schools on a countywide basis, and the land use authority of local governments, including their authority to approve or deny comprehensive plan amendments and development orders. The interlocal agreement shall meet the following requirements:

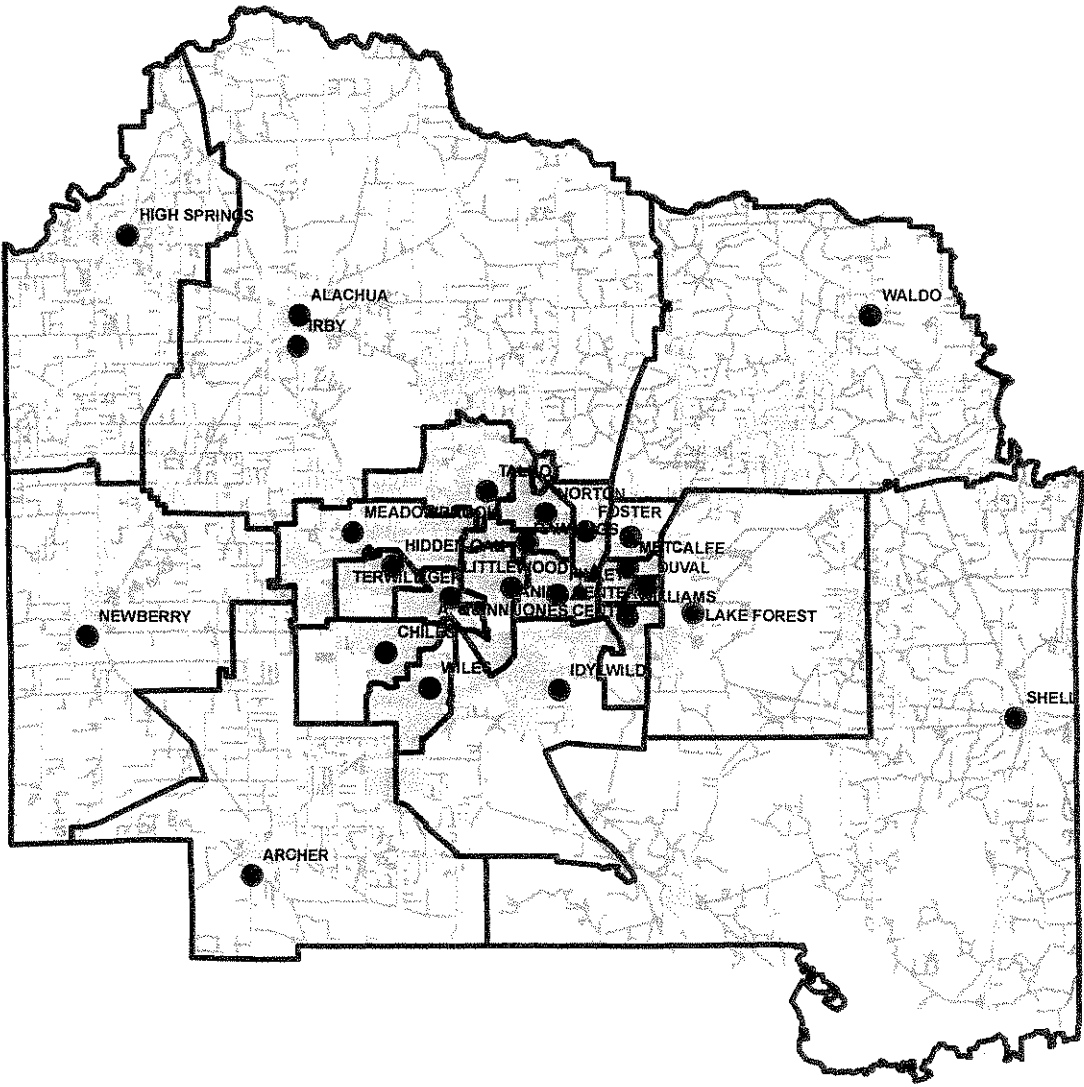
1. Establish the mechanisms for coordinating the development, adoption, and amendment of each local government's school concurrency related provisions of the comprehensive plan with each other and the plans of the school board to ensure a uniform districtwide school concurrency system.
2. Specify uniform, districtwide level-of-service standards for public schools of the same type and the process for modifying the adopted level-of-service standards.
3. Define the geographic application of school concurrency. If school concurrency is to be applied on a less than districtwide basis in the form of concurrency service areas, the agreement shall establish criteria and standards for the establishment and modification of school concurrency service areas. The agreement shall ensure maximum utilization of school capacity, taking into account transportation costs and court-approved desegregation plans, as well as other factors.
4. Establish a uniform districtwide procedure for implementing school concurrency which provides for:
  - a. The evaluation of development applications for compliance with school concurrency requirements, including information provided by the school board on affected schools, impact on levels of service, and programmed improvements for affected schools and any options to provide sufficient capacity;
  - b. An opportunity for the school board to review and comment on the effect of comprehensive plan amendments and rezonings on the public school facilities plan; and
  - c. The monitoring and evaluation of the school concurrency system.
5. A process and uniform methodology for determining proportionate-share mitigation pursuant to paragraph (h).

(j) This subsection does not limit the authority of a local government to grant or deny a development permit or its functional equivalent prior to the implementation of school concurrency.

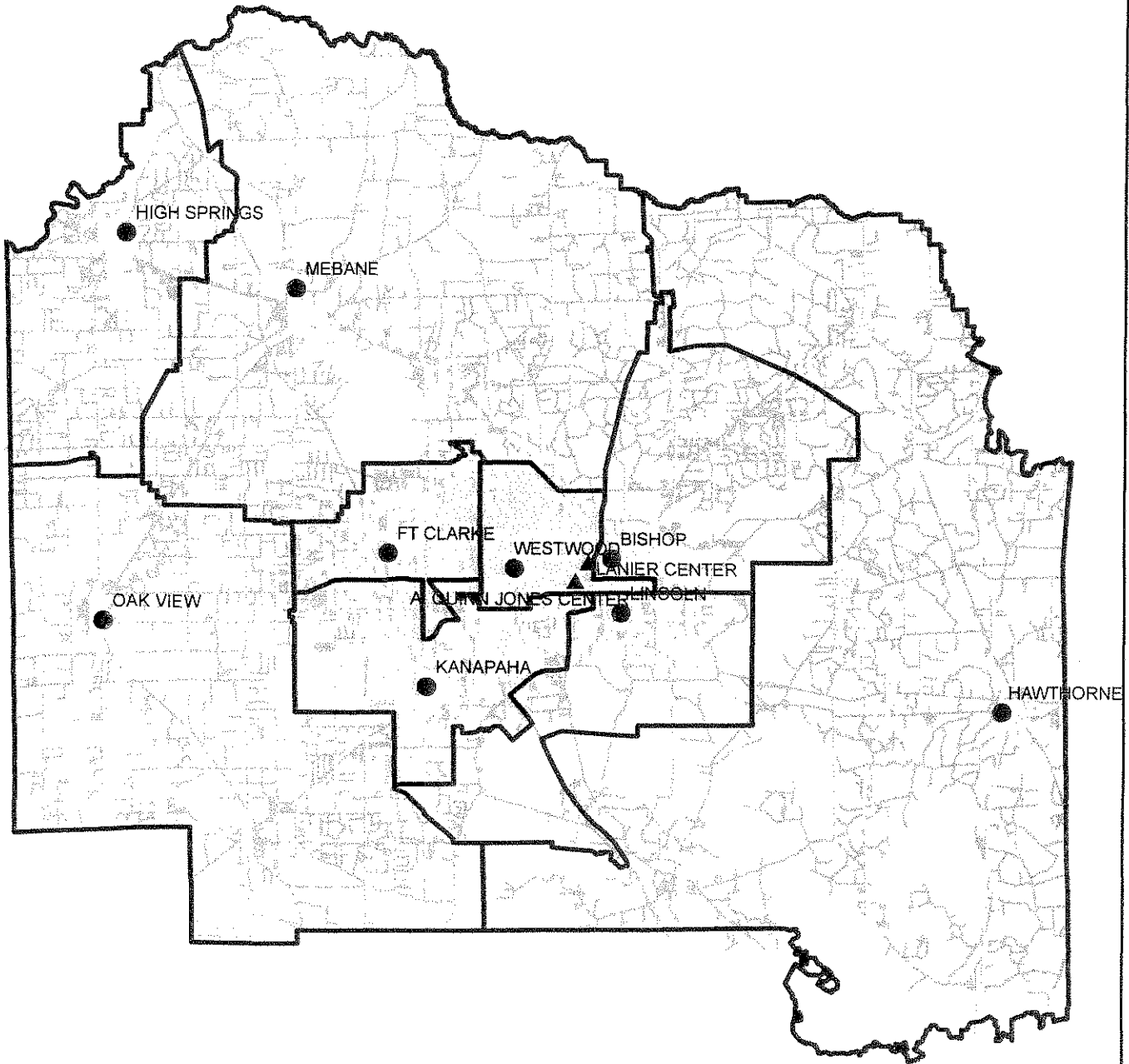
**History.**—s. 8, ch. 93-206; s. 12, ch. 95-341; s. 3, ch. 96-416; s. 1, ch. 97-253; s. 5, ch. 98-176; s. 4, ch. 99-378; s. 2, ch. 2002-13; s. 6, ch. 2002-296; s. 5, ch. 2005-290; s. 11, ch. 2005-291; s. 18, ch. 2006-1; s. 3, ch. 2006-220; s. 3, ch. 2006-252; s. 11, ch. 2007-196; s. 2, ch. 2007-198; s. 3, ch. 2007-204; s. 5, ch. 2009-85; s. 4, ch. 2009-96; s. 17, ch. 2010-5; s. 1, ch. 2010-33; s. 4, ch. 2011-14; s. 15, ch. 2011-139; s. 7, ch. 2012-99.

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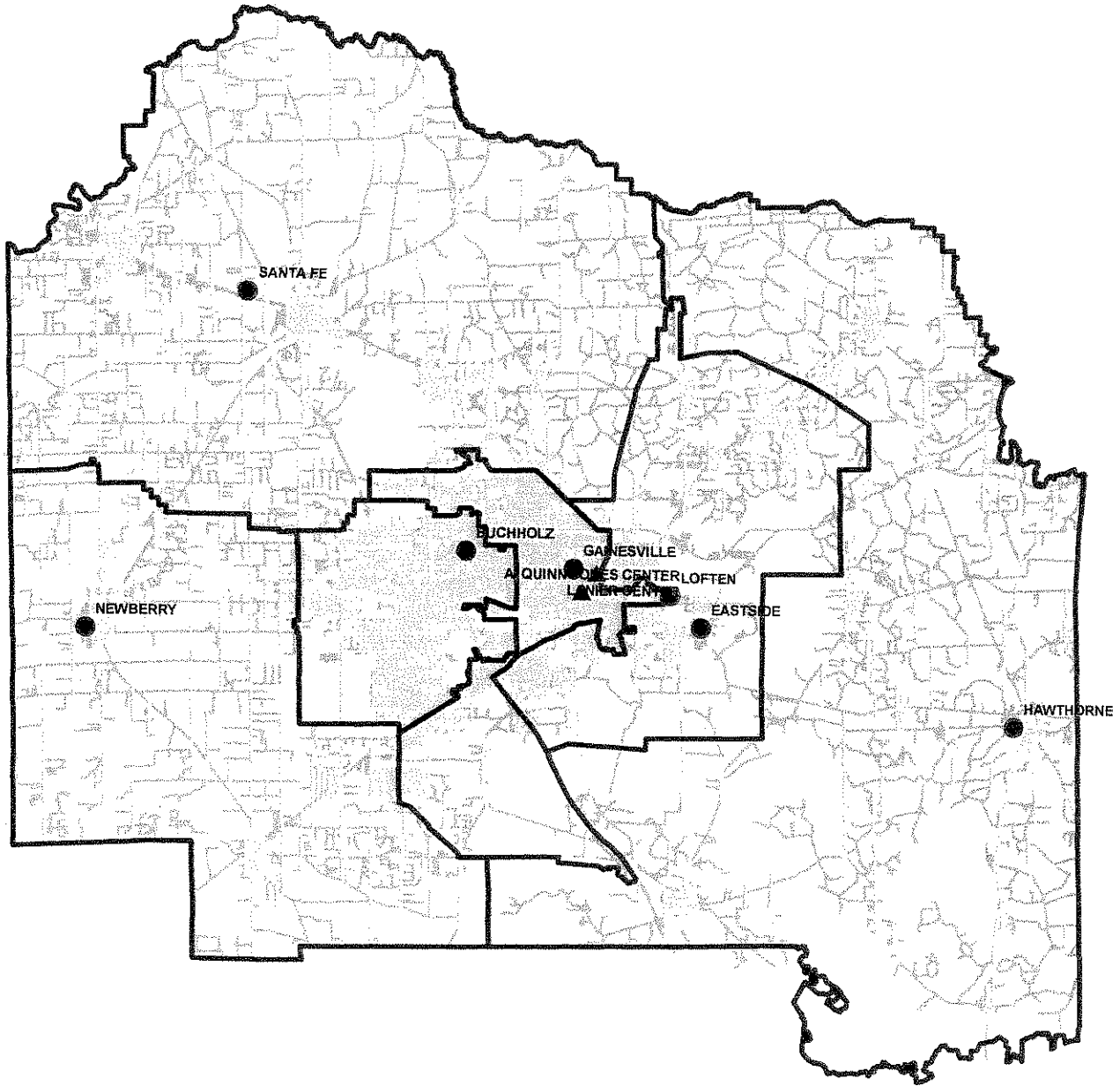
**Appendix C – Updated Data & Analysis for Public Schools Facilities Element**



2012 ELEMENTARY SCHOOLS / ATTENDANCE ZONES



**2012 MIDDLE SCHOOLS / ATTENDANCE ZONES**



2012 HIGH SCHOOLS / ATTENDANCE ZONES



**Petition PB-12-131 CPA.** City Plan Board. Amend the City of Gainesville Comprehensive Plan Public Schools Facilities Element for the Evaluation and Appraisal process.

The staff presentation on this petition was given by Lead Planner Dean Mimms, AICP, on December 12<sup>th</sup>. Mr. Mimms reviewed key statutory changes which include replacing “permanent program capacity” with “program capacity”, the effect of which is that portable classrooms are now included in capacity calculations. Chair Goodison expressed concern over this change, particularly on a statewide level. Mr. Mimms explained that our district is in a good position with respect to program capacity numbers, and noted that no school construction is in the School Board’s adopted, Five-Year District Facilities Work Program.

He explained that streamlined procedures and rules associated with concurrency review are proposed and noted that the need for streamlined review was expressed at the last Elected Officials meeting. He said that the Staff Working Group (which is comprised of staff from the School Board and local governments, has met many times over the past year to develop draft revisions to the Interlocal Agreement for Public School Facility Planning that will be presented at the Elected Officials meeting early next year. (Note: the Elected Officials meeting will be held on January 29, 2013.) The changes to the Interlocal Agreement are to be reflected in each local government’s Public Schools Facilities Element.

Mr. Donald Shepherd, Gainesville resident, asked why portable classrooms are installed at schools, and said he believes that educational quality is better in permanent classrooms. Chair Goodison replied that she was confident that the reason for installing portables was to increase capacity.

<b>Motion By:</b> Erin Condon	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve Petition PB-12-131 CPA	<b>Upon Vote:</b> 6-0