

Appendix A Comprehensive Plan GOPs

Exhibit A-1 Comprehensive Plan GOPs

Conservation, Open Space & Groundwater Recharge Element

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.

Policy 2.4.2 The City shall maintain 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 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.

Policy 2.4.6 The City shall maintain land development regulations for regulated surface waters and wetlands that require:

- a. Buffers and/or setbacks from regulated surface waters and wetlands;
- b. Development to minimize erosion and sediment pollution to regulated surface waters and wetlands;
- c. No net increase in the rate of runoff from development sites adjacent to regulated surface waters and wetlands;
- d. Retention or detention of runoff from developments adjacent to regulated surface waters 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 surface waters and wetlands;
- 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.

- Policy 2.4.10** 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.

Future Land Use Element

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.**

Policy 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 identified environmentally sensitive resources.

Intergovernmental Coordination Element

Policy 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” as outlined in the Boundary Adjustment Act are subject to annexation by the City.

Policy 1.2.2 The City shall collaborate with Alachua 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, including minimizing the time that one jurisdiction is providing services to an area for which it is not receiving revenue.

Policy 1.4.7 Upon the annexation of any land, the City shall amend the Comprehensive Plan to reflect data and analysis changes, establish land uses on newly annexed areas, and provide services to meet adopted LOS standards.

Policy 1.4.8 In the interim period between annexation and the amendment of the Comprehensive Plan to include the newly annexed areas, the City shall implement Alachua County's adopted Comprehensive Plan and Land Development Regulations.

Transportation Mobility Element

Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.9 For any development or redevelopment within Zone D, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16

Greater than 5,000	<p>At least 24 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone D Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:
 - 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.
- e. Provision of Park and Ride facilities, built to RTS needs and 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. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the

purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.
- j. Construction of bus shelters built to City specifications.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications.
- l. Construction of bus turn-out facilities to City specifications.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.10 The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- 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.