



City of Gainesville
Department of Doing
Planning Division

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
F: (352) 334-2648

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: October 25, 2018

ITEM NO: 5

PROJECT NAME AND NUMBER: Emory Group, LLC – PB-18-131ZON

APPLICATION TYPE: Quasi-Judicial

RECOMMENDATION: Staff recommends approval of Petition PB-18-131ZON based upon a finding of compliance with all applicable review criteria.

DRAFT MOTION FOR CONSIDERATION: I move to recommend approval of Petition PB-18-131ZON

CITY PROJECT CONTACT: Erik A. Bredfeldt

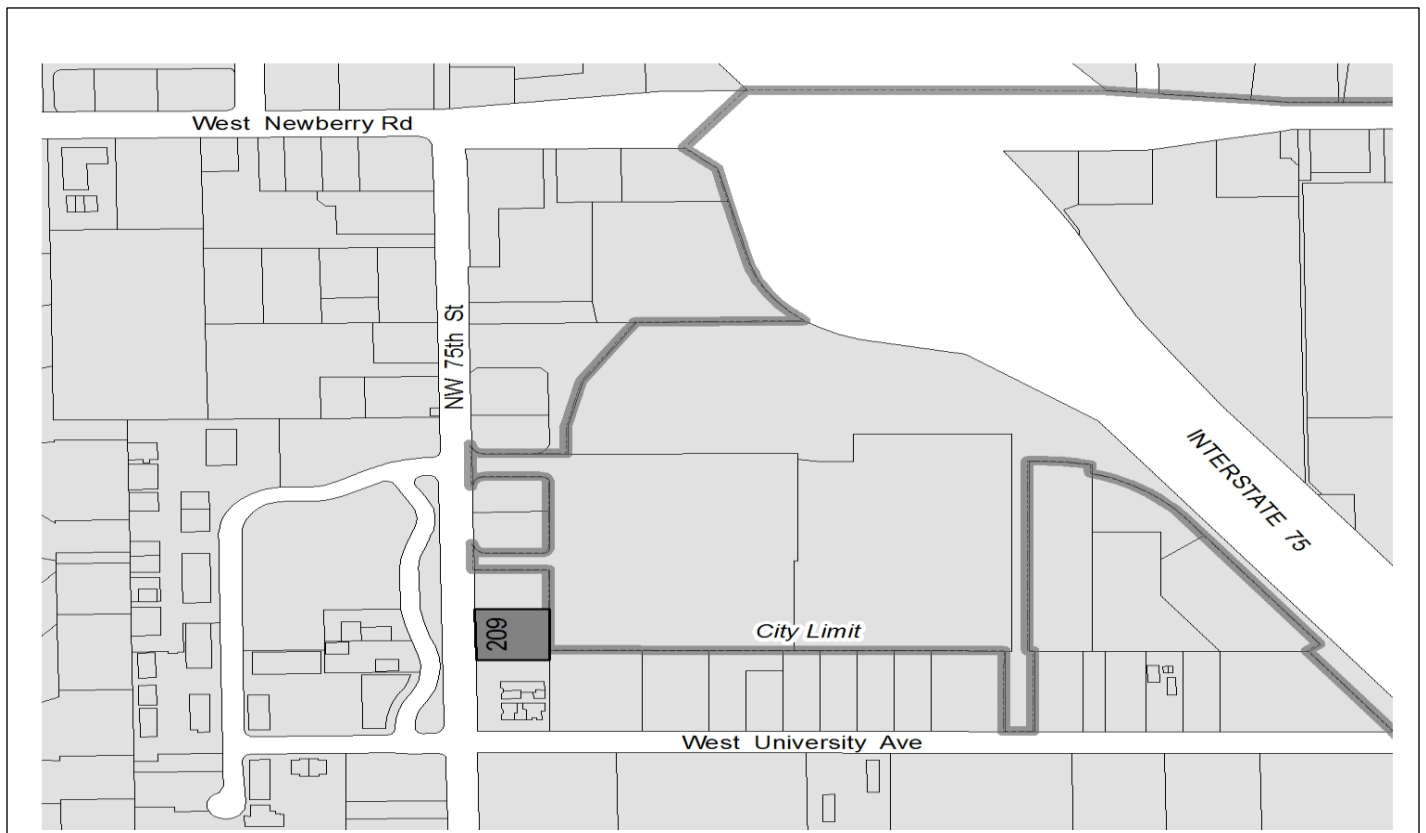


Figure 1: Location Map

APPLICATION INFORMATION:

Agent/Applicant: City of Gainesville, Florida
Property Owner(s): The Emory Group, LLC
Related Petition(s): PB-18-131LUC
Annexation History: Ordinance 170953 (Voluntary – Adopted on 2nd Reading, 9/6/18)
Neighborhood Workshop: N/A

SITE INFORMATION:

Address: 209 NW 75th Street, Gainesville, FL
Parcel Number(s): 06655-021-000
Acreage: 0.875 mol
Existing Use(s): One story, brick commercial building.
Land Use Designation(s): Alachua County (Existing) – Commercial (COM); City of Gainesville (Proposed) - Commercial (COM)
Zoning Designation(s): Alachua County (Existing) – Business Retail (BR); City of Gainesville (Proposed) – Business (BUS)
Transportation Mobility Program Area (TMPA): Zone D (upon designation of City Land Use)
Census Tract: 22.17
Water Management District: St. John’s Water Management District
Annexed: Ordinance 170953 (Voluntary – Adopted on 2nd Reading, 9/6/18)

ADJACENT PROPERTY CHARACTERISTICS:

	EXISTING USE(S)	LAND USE DESIGNATION(S)	ZONING DESIGNATION(S)
North	Veterinary Office	AC - Office	AC - AP
South	Office/Medical Office	AC - Office	AC - BP
East	Shopping Center	COG - Commercial	COG - BUS
West	Office	AC - Commercial	AC - PD

PURPOSE AND DESCRIPTION:

This is a city initiated petition and is intended to change the zoning designation of the subject property from Alachua County Business Retail (BR) to City of Gainesville Business (BUS) for a property recently voluntarily annexed into the City of Gainesville.

STAFF ANALYSIS AND RECOMMENDATION:**ANALYSIS**

The City of Gainesville BUS zoning is justified as a proposed zoning designation as it will permit for future non-residential redevelopment of the subject site in terms of use and density that is consistent and compatible with the existing and future non-residential development pattern in the area.

The BUS zoning designation supports further development of major commercial centers proximate to the subject property and is supported by the surrounding transport network inclusive of NW 75th Street, Newberry Road and I-75, the utility service provided by GRU and the access to RTS Bus Route 76.

Following are additional factors in staff's determination for a recommendation of approval:

1. Conformance with the Comprehensive Plan

This petition to rezone property from Alachua County Business Retail (BR) to City of Gainesville Business (BUS) is consistent with the City's Comprehensive Plan and supports the various goals of the Comprehensive Plan. The BUS zoning district can be implemented via the City of Gainesville's Commercial (COMM) Land Use designation.

In addition, Goal 2 and its supporting Objectives and Policies of the Future Land Use Element provides justification for the rezoning based upon future redevelopment plans for the subject site as follows:

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.

Policy 2.1.1 The City shall 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. Conformance with the Land Development Code

According to Section 30-4.4—Annexed Territory, when lands are annexed into the city, such lands shall be rezoned in accordance with this chapter to an appropriate city zoning district(s).

As mentioned, the proposed rezoning to BUS zoning will implement the Commercial (COMM) land use category proposed by related petition PB-18-130 LUC. The permitted uses and dimensional standards for the BUS district are in Land Development Code Section 30.4.19 contained in Table V7 and V-8 (see Appendix B, Land Development Code). Any proposed development or redevelopment will be required to meet all applicable Land Development Code requirements at the time of development plan review.

Applications to rezone property have to be compatible with rezoning criteria contained in the Land Development Code at Section 30-3.14 as follows:

- A. Compatibility of permitted uses and allowed intensity and density with surrounding existing development.
The property currently has an Alachua County Business Retail (BR) zoning designation and is being proposed for a change to City of Gainesville Business (BUS) zoning designation which allows for compatibility of permitted uses and is consistent with the surround zoning pattern as reflected in the surrounding property land use/zoning chart consisting of primarily Business and related professional zoning designations and existing professional office and business uses.
- B. The character of the district and its suitability for particular uses.
As stated, the district proximate to the property lying along NW 75th Street (Tower Road) is commercial and professional office in character and the proposed zoning BUS zoning designation will further this existing character.
- C. The proposed zoning district of the property in relation to surrounding properties and other similar properties.
As stated, the proposed BUS zoning district is compatible with surrounding properties and with other similar properties lying within this commercial/professional office district.

- D. Conservation of the value of buildings and encouraging the most appropriate use of land throughout the city.
The current use of the property is a one story, vacant commercial building and the proposed zoning will allow for a future redevelopment that is consistent with the conservation and improvement of the surrounding commercial/professional use character.
- E. The applicable portions of any current city plans and programs such as land use, traffic ways, recreation, schools, neighborhoods, stormwater management and housing.
Currently, the City has annexed property in the past proximate to this property and has applied a similar land use/zoning pattern and the enhancement of this existing commercial/professional corridor will continue to be a priority and this proposed zoning designation will assist in that regard with the proposed redevelopment of the subject property.
- F. The needs of the city for land areas for specific purposes to serve population and economic activities.
The subject property will provide additional inventory for the current commercial/professional character of the corridor to be redeveloped for the population and to serve its market needs.
- G. Whether there have been substantial changes in the character or development of areas in or near an area under consideration for rezoning.
There have been no substantial changes to the character of this existing commercial/professional use area.
- H. The goals, objectives, and policies of the Comprehensive Plan.
As stated, the proposed zoning designation is consistent with the GOP's of the Comprehensive Plan with respect to the substance of the rezoning and property annexation.
- I. The facts, testimony, and reports presented at public hearings.
To be determined by the Plan Board.
- J. Applications to rezone to a transect zone shall meet the following additional criteria:
N/A
1. The proposed T-Zone shall provide a logical extension of an existing zone, or an adequate transition between zones
 2. The area shall have had a change in growth and development pattern to warrant the rezoning to a more or less urban T-Zone.
 3. The request shall be consistent with the overall City of Gainesville vision for growth and development as expressed in the City of Gainesville Comprehensive Plan.
 4. If not adjacent to an existing T-Zone, the rezoning site shall comprise a minimum of ten acres.

3. Changed Conditions

The major changed condition is that this subject site was annexed into the City of Gainesville recently. This parcel has existed as a one story, commercial building (utilized as a private school) for the past approximately 10 years according to property appraiser records. During the process of selection of zoning categories for recently annexed parcels, consideration of existing zoning and context to neighboring parcels is considered.

Comparison of permitted uses shows similar uses between Alachua County BR and City of Gainesville BUS and is in keeping with, and supportive of, conceptual plans for future redevelopment. For an in depth look at uses and dimensional standards from both Alachua County and City of Gainesville Land Development Code see tables in Appendix B.

4. Compatibility

The proposed BUS zoning is compatible with the adjacent properties located in this commercial and office corridor and the surrounding mix of urbanized housing. Moreover, BUS zoning is comparable with the current Alachua County zoning BR. The proposed BUS zoning will add to the mix of office and commercial development that is in this area and on adjacent parcels. See Appendix B for a tabular summary of adjacent existing uses and adjacent zoning and land use categories.

5. Impacts on Affordable Housing

The proposed BUS zoning does not permit standard types of residential development however the subject site will retain its existing commercial character.

6. Transportation

This property is served by NW 75th Street on its western property boundary. This portion of NW 75th Street lies to the west of Interstate 75 and is a four lane divided major arterial road, which currently has no bike lanes or sidewalks. RTS Bus Route 76 provides service to the area along NW 75th Street.

Currently there is no proposed development plan for the subject property, so there will be no immediate changes to the transportation network. Upon designation of a City Land Use Category the nearest TMPA zone, Zone D, will be extended to the parcel (see Appendix A).

7. Environmental Impacts and Constraints

The area shall be regulated through the City's Land Development Code (LDC), Article VIII, *Division 3 - Natural and Archaeological Resources* and *Division 4 - Surface Waters and Wetlands*. The subject parcel does not contain wetlands, swales, ditches or other surface water wetlands.

RECOMMENDATION

Staff recommends approval of Petition PB-18-131ZON based upon a finding of compliance with applicable review criteria.

DRAFT MOTION FOR CONSIDERATION

I move to recommend approval of Petition PB-18-131ZON.

LIST OF APPENDICES:

Appendix A Comprehensive Plan Goals, Objectives and Policies

- A-1 Comprehensive Plan Future Land Use Element**
- A-2 Comprehensive Plan Transportation Mobility Element**
- A-3 Other Relevant Comprehensive Plan Elements (GOP's)**
- A-4 Relevant Alachua County Comprehensive Plan Elements**

Appendix B Maps

- B-1 Aerial Photograph**
- B-2 Map: Existing Zoning**
- B-3 Map: Proposed Zoning**
- B-4 Map: Flood Zone A**
- B-5 TMPA Zone**

Appendix C Supplemental Documents



Goals, Objectives & Policies



Future Land Use Element

- 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 urban design principles that adhere to timeless (proven successful), traditional principles.**
- Policy 1.1.1** To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.
- Policy 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.
- Policy 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.
- Policy 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.
- Policy 1.1.5** The City, to the extent possible, should contain an ample supply of squares, greens, and parks with frequent use encouraged through placement, definition and design.



Policy 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).**

Policy 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.

Policy 1.2.2 The City should use design standards in the Land Development Code to ensure that higher densities are livable.

Policy 1.2.3 The City should encourage mixed-use development, where appropriate.

Policy 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.

Policy 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.

Policy 1.2.6 The City should encourage or require buildings to put "eyes on the street" with front facade windows and doors.

Policy 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.

Policy 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.

Policy 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.



- Policy 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.
- Policy 1.2.11 The City should allow home occupations in all residential areas provided they do not generate excessive traffic and parking. Home occupations should be regulated through the Land Development Code.
- Objective 1.3 Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.**
- Policy 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.
- Policy 1.3.2 Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.
- Policy 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 should be compact and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.
- Policy 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.
- Policy 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.**
- Policy 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.
- Policy 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.
- Policy 1.4.3 Mixed-use developments should emphasize transit design and compatible scale, especially when facing each other on a street.



Policy 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.

Policy 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 the proliferation of urban sprawl.

Policy 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.

Policy 1.5.2 The City should collaborate 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.

Policy 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.

Policy 1.5.4 The City should prioritize core areas to receive the first enhancements when the City has planned citywide public improvements such as sidewalks, street re-paving, undergrounding utilities, street lights, and public parks.

Policy 1.5.5 The City recognizes Alachua County’s use of the Urban Cluster, as adopted on their Future Land Use Map, as an urban growth boundary.

Policy 1.5.6 The City certifies that the entire area within current city limits meets the definition in Chapter 163, F.S., of an urban service area, as supported by the Data and Analysis Report.

Policy 1.5.7 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.

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.**

Policy 2.1.1 The City shall 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.

Policy 2.1.2 The City's Future Land Use Map 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 Innovation Square area (rather than at the urban fringe), but outside of single-family neighborhoods.

Policy 2.1.3 The City should concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.

Policy 2.1.4 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 strategy to develop the Alachua County fairgrounds as a mixed-use employment center.

Objective 2.2 **The City shall collaborate with community partners such as the University of Florida, Santa Fe College, the Gainesville Area Chamber of Commerce, Alachua County, and the School Board of Alachua County to develop the Innovation Economy within the nonresidential areas of the Gainesville Innovation Zone (The Innovation Zone Map is part of the Future Land Use Map Series). For purposes of this objective, 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 of Florida-driven research, and are generally represented by sectors such as Agritechology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.**

Policy 2.2.1 The City shall use the City's Strategic/Action Plan for Economic Development and shall collaborate with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.

Policy 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.

Policy 2.2.3 The City shall work to ensure that adequate public infrastructure is in place for development of the Gainesville Innovation Zone.

Policy 2.2.4 The City shall work to ensure that pertinent local, state, and federal incentive programs are made available to those seeking Innovation Economy development opportunities.

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

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



- Policy 2.3.1 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Downtown Community Redevelopment Area.
- Policy 2.3.2 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Eastside Community Redevelopment Area.
- Policy 2.3.3 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Fifth Avenue/Pleasant Street Community Redevelopment Area.
- Policy 2.3.4 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the College Park/University Heights Community Redevelopment Area.

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.
- Policy 3.1.2 The City shall regulate development in Floridan aquifer high recharge areas with requirements that, at a minimum, meet the standards and guidelines of the St. Johns River or Suwannee River Water Management Districts, as applicable, and Policies 2.3.6 and 2.3.7 of the Conservation, Open Space and Groundwater Recharge Element.
- Policy 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.



Policy 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.

Policy 3.1.5 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.

Objective 3.2 The City shall protect historic architectural and archaeological resources.

Policy 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlays 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 Map Series and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.

Policy 3.2.2 The City shall identify, designate, and protect historical resources through land development regulations consistent with the Historic Preservation Element.

Policy 3.2.3 The City shall include in its geographic information system the location of archaeological and historic sites that are on file with the Florida Master Site File Office.

Policy 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.

Policy 3.3.1 The City shall coordinate with public and private utilities to ensure that adequate land is available for utility facilities.

Policy 3.3.2 the development review process shall include a review of 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.

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

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



Transportation Mobility LOS is excluded from the Concurrency Management System.

- Policy 3.4.2 A concurrency analysis shall be conducted prior to the approval of any application for a development order or permit, and no final development order or permit shall be issued unless: 1) existing facilities and services meet the City's adopted LOS standards as included in the Concurrency Management System, or 2) the final development order or permit is conditioned on 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.
- Policy 3.4.3 The City shall use the 5-Year Schedule of Capital Improvements to ensure the availability of adequate public facilities and services.
- Policy 3.4.4 notwithstanding the state law exemption from the state development-of-regional-impact (DRI) review process for dense urban land areas as provided in Section 380.06, F.S., 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 Element.
- Policy 3.4.5 The City's Comprehensive Plan contained a Concurrency Management Element and Transportation Concurrency Exception Area (TCEA) that was 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, for both the development community and the City, 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). 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 requirements in effect at the time of application if the amendment alters the development's trip generation calculations. Developers may 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.**

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

Policy 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.

Policy 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.

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

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

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

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

Policy 3.6.1 The City's land development regulations shall 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.



Policy 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.

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

GOAL 4 THE FUTURE 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 FUTURE LAND USE ELEMENT SHALL PROMOTE STATEWIDE GOALS FOR COMPACT DEVELOPMENT AND EFFICIENT USE OF INFRASTRUCTURE.

Objective 4.1 The City shall establish land use categories that allow sufficient acreage for residential, commercial, mixed-use, office, industrial, education, agricultural, recreation, conservation, public facility, and institutional uses at appropriate locations to meet the needs of the projected population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites. Land use categories associated with transect zones are intended to encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact area of the City.

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

Single-Family (SF): 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 category 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 (RL): up to 15 units per acre

This land use category shall allow dwellings at densities up to 15 units per acre. The Residential Low-Density land use category 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 (RM): 8-30 units per acre

This land use category 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 (RH): 8-100 units per acre

This land use 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. 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, 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 (MUR): up to 75 units per acre

This land use category provides for a mixture of residential and office uses. Office uses that are complementary to and secondary to the residential character of the district are allowed as home occupations. Additional office uses may be allowed through a Special Use Permit process established in the Land Development Code. 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 surrounding neighborhoods and institutions. Land development regulations shall set the appropriate densities (up to 75 dwelling units per acre); the allowable uses; appropriate height (up to a maximum of 4 stories); design criteria; and landscaping requirements. 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.

Mixed-Use Office/Residential (MOR): up to 20 units per acre

This land use category allows residential uses and, depending on the implementing zoning district, may allow office, professional, service, and ancillary uses either as stand-alone uses or combined in a mixed-use development format. Some non-office type uses, such as restaurants, may be allowed through a Special Use Permit process established in the Land Development Code. Structures in this category shall be oriented to the street and encourage multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 20 units per acre. Maximum building height shall be limited to 3 stories. Land development regulations shall establish the appropriate uses; design criteria; landscaping and pedestrian/vehicular access for this category. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

Mixed-Use Low-Intensity (MUL): 8-30 units per acre

This land use 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. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. 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. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the 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 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 (MUM): 12-30 units per acre

This land use category allows a mixture of residential, office, and business uses concentrated in mapped areas. When implemented by the Corporate Park zoning district, this category is appropriate for corporate office facilities and mixed-use office oriented development. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code.

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 neighborhood center serving multiple neighborhoods or a community-serving retail and/or office center. 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, and provide guidelines for the compatibility of permitted uses. 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. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the 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 community facilities.

Buildings in this land use category shall face the street and have modest front setbacks.



Urban Mixed-Use (UMU): up to 60 units per acre; and up to 20 additional units per acre by Special Use Permit

This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre with provisions to add up to 20 additional units per acre by Special Use permit as specified in the land development regulations. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

Urban Mixed-Use High Intensity (UMUH): 10-100 units per acre; and up to 25 additional units per acre by Special Use Permit

This land use category allows residential, office/research, retail, and service uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed as specially regulated by the Land Development Code. The Urban Mixed-Use High-Intensity category is distinguished from other mixed-use categories in that it is specifically established to support research and development in close proximity to the University of Florida main campus. An essential component of the category is orientation of structures to the street and the multi-modal character of the area. Developments located within this category shall be scaled to fit 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 as specified in the land development regulations. 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. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Building height shall be limited to 6 stories and up to 8 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate zoning densities: the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.



Urban Core (UC); up to 150 units per acre; and up to 25 additional units per acre by Special Use Permit

This land use category allows residential, office, and business uses concentrated in the urban core area. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed as specially regulated by the Land Development Code. Development in this category shall function as a center serving the urban area. Development within the urban core shall ensure the compact, pedestrian character of this area. Residential densities up to 150 units per acre shall be permitted with provisions to add up to 25 additional units per acre by Special Use Permit as specified in the land development regulations. Buildings in this category shall face the street and meet build-to lines established in the Land Development Code. Building height shall be limited to 12 stories, with up to 14 stories by a height bonus systems as established in the Land Development Code. Public and private schools, government offices, institutions of higher learning, places of religious assembly and community facilities are appropriate in this category.

Office (O)

The Office land use category identifies areas appropriate for office, residential, professional and service uses, hospital and medical 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 Office zoning district. Some non-office type uses such as restaurants may be allowed in this land use category by a Special Use Permit process established in the Land Development Code. 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. For hospitals and large-scale medical office facilities that are located in a Medical Services zoning district, the height may be increased to 14 stories by Special Use Permit.

Commercial (C)

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial 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 (BI)

This land use category is appropriate for those areas near the Gainesville Regional Airport for office, business, commercial and industrial uses. This category is distinguished from other industrial and commercial categories 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, as mapped in the Land Development Code, this category is also appropriate 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 regulations shall specify the type and distribution of uses, design criteria, landscaping, pedestrian and vehicular access.

Industrial (IND)

The Industrial land use category identifies those areas appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling, and other ancillary uses. Other uses may be allowed in this land use category as specified in an adopted ordinance rezoning property to Planned Development District (PD). 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.

Education (E)

This land use category identifies appropriate areas for public and private schools and institutions of higher learning. This category includes University of Florida (UF) properties designated in the UF Campus Master Plan as part of the main campus. Land development regulations shall address compatibility with surrounding uses and infrastructure needs.

Recreation (REC)

This land use 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.

Conservation (CON)

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

Agriculture (AGR)

This land use 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 and Institutional Facilities (PF)

This land use 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. Maximum lot coverage in this category shall not exceed 80 percent, except in areas where lot coverage is not limited by land development regulations.

Planned Use District (PUD)

This land use category is an overlay land use category that 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 category 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. Each PUD overlay land use category adopted shall address: density and intensity; permitted uses; access by car, pedestrians, bicycle, and transit; trip generation, trip distribution, and trip capture; environmental features; and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement a PUD land use category.

Policy 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.

Policy 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;
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;
8. Need for the additional acreage in the proposed future land use category;
9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6)(a)9., F.S.;



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 Section 163.3164, F.S.

Policy 4.1.4 The City will consider amending land use designations in the City to discourage strip commercial uses and encourage 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.

Policy 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.

Policy 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.

Policy 4.2.3 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.

Policy 4.2.4 The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.

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

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



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

Policy 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 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. 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.



- r. The planned use district land use category does not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, including transportation mitigation if necessary, at the time of application for planned development rezoning.

Policy 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
 - 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 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:



- 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.
 - 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.
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.

1.

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

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 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 15-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.

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.

- 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 agreement associated with the transportation 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 mobility project (consistent with the transportation 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 agreement associated with the transportation mobility agreement program in effect at the time of PD rezoning, additional 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 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 transportation mobility requirements 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. 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 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. 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 development of active recreation facilities on the adjacent property (tax parcel 07781-002-000) owned by the City of Gainesville, 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 trip generation, trip

distribution, operational and safety concerns, and shall propose appropriate transportation mobility modifications, consistent with the transportation impacts of the development. The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

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 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 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.

Policy 4.3.6

This policy shall regulate the Planned Use District (PUD) known as the “Butler Development.” The Butler Development PUD, including its division into four (4) subareas, is depicted on the map titled “Butler Development PUD Future Land Use Overlay” in the Future Land Use Map Series located in this element. The properties within the Butler Development PUD have underlying future land use categories as shown on the map titled “Butler Development Underlying Future Land Use” in the Future Land Use Map Series located in this element.

Comprehensive Plan policies of general applicability shall apply to the Butler Development PUD. In the event of express conflict or inconsistency between



the general Comprehensive Plan policies and any specific policies as set forth below, the specific policies shall govern.

a. The following conditions shall apply to the entirety of the Butler Development PUD:

1. The properties within subareas 1, 2, 3, and 4 shall be designated PUD on the Future Land Use Map.
2. The allowable uses and maximum levels of intensity, which may be allocated to any of the four (4) subareas, shall be as follows:

Commercial uses:	2,500,408 square feet
Office uses:	250,000 square feet
Hotel / Motel uses:	500 rooms
Multi-Family Residential uses:	1,000 units

The specific allowable uses and development program shall be specified in the Planned Development (PD) zoning ordinance.

3. The maximum cumulative development program for Butler Development (including existing development, new development and redevelopment) shall be limited to a maximum trip generation not to exceed 37,591 average daily trips. There are 12,224 average daily trips associated with the existing development as documented in the traffic study.
4. Multi-family residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand-alone use. 20% of the multi-family residential units constructed, whether rental or owner-occupied, shall be affordable housing units for workforce housing as defined in Section 380.0651(3)(h), F.S., or moderate-income, low-income or very low-income persons or households as those terms are defined in the City's Local Housing Assistance Program (LHAP). The affordability of such units shall be maintained for a period of 10 years following construction, shall run with the land, and shall be enforceable by the City through recorded covenants or restrictions.
5. Maximum building height shall be eight (8) stories.
6. Development and redevelopment within the Butler Development PUD shall require Low Impact Development

(LID) techniques. Prior to final development plan approval, the owner/developer shall provide legally enforceable documents establishing a responsible entity to permanently provide



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.

7. Stormwater management facilities shall be aesthetically pleasing and shall meet the requirements of the City's Engineering Design and Construction Manual. The owner/developer shall, at no cost to the City, dedicate right-of-way or provide easements to the City for the shared stormwater facilities.
8. Prior to the first final development plan being approved in either Subarea 1 or Subarea 2, a master plan for stormwater management and open space for the entire Butler Development PUD shall be provided, subject to approval by the City. This master plan shall include the written consent of all property owners within the Butler Development PUD.
9. Design standards specified in the PD zoning ordinance shall address: building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities, a gridded, interconnected street network and limitations on the maximum size of single-occupant, single-story buildings.
10. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Development PUD to provide for a defined, interconnected system.
11. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
12. Properties located outside of the Butler Development PUD shall be buffered from loading docks and outdoor uses that are within the Butler Development PUD.
13. The PD zoning ordinance shall establish standards for automobile-oriented uses such as drive-through facilities and structured parking to create and maintain the multi-modal character of the Butler Development PUD.



14. Individual service bays for automobile-oriented uses, including but not limited to gasoline and alternative fuel service stations, shall be located to the rear and/or interior side of buildings. A single entrance to interior service bays may be located on the side of the building.
15. The PD zoning ordinance shall identify the subareas where gasoline and alternative fuel service stations are allowed and the maximum allowed number of such service stations and associated fueling positions. New construction of gasoline and alternative fuel service stations that front public or private streets shall be designed to:
 - (a). Enhance safe pedestrian and bicycle circulation and access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the development plan to ensure pedestrian safety and comfort;
 - (b). Provide a pedestrian entry from sidewalks on the property frontage;
 - (c). Minimize the number and width of driveways;
 - (d). Include cross access or joint driveway connections to adjacent developments;
 - (e). Locate off-street parking to the rear and/or interior side of buildings;
 - (f). Locate fueling positions to the rear of buildings. Individual service bay doors shall not face a public or private street and shall be located to the rear and/or side interior of buildings; and
 - (g). Include architectural and site design that enhances the site area and promotes the City's multi-modal and design goals. At the development plan review, the design shall be reviewed for details such as, but not limited to, facade treatment, colors, glazing at pedestrian level, lighting, roof detail, signage, landscaping, building and gas canopy height, building location relative to the street, and location of access points.
16. Structured parking that fronts on public streets



shall be designed to include office or commercial uses on the first floor. Structured parking that is integrated with and connected to commercial, office, or multi-family residential buildings shall not be required to contain office or retail uses on the first floor.

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.

17. The PD zoning ordinance shall be consistent with the City's transportation mobility policies as adopted in the Comprehensive Plan.
18. Pedestrian/bicycle safety and comfort and pedestrian/bicycle connections among all uses, subareas, and external areas shall be maximized throughout the Butler Development PUD. 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 Butler Development PUD.
19. Bicycle lanes and/or routes shall be provided to all bus stops and buildings within the Butler Development PUD as well as to bus stops and development adjacent to the Butler Development PUD.
20. 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.
21. The Butler Development PUD shall include internal transportation connections within the Butler Development PUD as well as external transportation connections to development adjacent to the Butler Development PUD.
22. All private streets shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets. Main streets in town centers and



maneuvering lanes shall not be required to be built to public street standards.

23. Maneuvering lanes shall be allowed in all subareas and shall contribute to the internal grid-system framework. Maneuvering lanes shall be defined as vehicle use areas that connect off-street parking areas and that provide sidewalks and street trees on at least one side. On the side of a maneuvering lane that includes sidewalks and street trees, perpendicular vehicular access to parking areas shall be separated by at least 180 feet as

measured from centerline to centerline in order to enhance pedestrian comfort and safety. If a sidewalk and street trees are provided on only one side of a maneuvering lane, parking shall be allowed along only one side. If a sidewalk and street trees are provided on both sides of a maneuvering lane, parking shall be allowed along both sides.

24. Transportation Mobility Provisions.

- (a). S. Clark Butler Properties, LTD., and the City entered into a TCEA Zone M Agreement on January 3, 2012. An addendum to the agreement was executed on November 29, 2012.
- (b). The City recognizes that the TCEA Agreement remains valid, and transportation mitigation shall be required consistent with such, as long as the Butler Development has an adopted and valid PD zoning ordinance. Any amendments to this Comprehensive Plan policy or the Butler Development PD zoning ordinance that alter the trip generation or transportation analysis provided in Attachment 1 to the TCEA Zone M Agreement entered into on January 3, 2012, (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”) shall be subject to the transportation mobility requirements in effect at the time of amendment.
- (c). S. Clark Butler Properties, LTD., and the City agree that the TCEA Zone M Agreement satisfies the transit requirements for Phase 1A of the development (defined as 134,784 square feet of development). 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”).



S. Clark Butler Properties, LTD., and the City agree that those requirements must be met by the times specified in the "Development Schedule" portion of the PD zoning ordinance.

- (d). S. Clark Butler Properties, LTD., and its successors and assigns, may choose to opt into the City's Transportation Mobility Program (TMP) subject to an updated transportation study and analysis that would allow the City to evaluate the development for compliance with the TMP.
 - (e). 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, Subsection 334.044(10)(A), F.S., Section 336.045, F.S., 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. The front build-to line may be modified if there are existing utility or right-of-way constraints.
25. The Butler Development PUD shall provide operational and safety modifications required due to impacts on transportation facilities. Modifications required for operational and safety impacts that are site related shall not count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012).
26. The PD zoning ordinance shall define the construction timeframe, design details, and extent of the SW 62nd Boulevard extension through the Butler Development PUD consistent with the intent of the MTPO design elements (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 that would be incurred to construct a private 3-lane access drive per City standards, including sidewalks and bike lanes) calculated based on the Florida Department of Transportation generic cost per mile shall count toward meeting the agreed



upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). Upon completion of construction, the right-of-way shall be dedicated to the City subject to inspection and approval by the City. Within 90 days following the date of final adoption of the PD zoning ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall at its expense obtain an appraisal of the land and shall provide a copy of the appraisal to the City for its review and approval. If the appraisal is approved, the appraised value (less the appraised value for any right-of-way that the City vacates for this road extension project) shall count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). There shall be no direct access to the Southwest 62nd Boulevard extension for outparcels; all access shall be from an internal road network and/or shared driveways.

27. Vehicular cross-access connections within development areas shall be maximized throughout the Butler Development PUD.
28. The PD zoning ordinance shall allow the Gainesville Regional Transit System to review all development plans affecting transit routes for the potential addition of new transit stops or improvements to existing transit facilities. In addition, the PD zoning ordinance or a Transit Transfer Station Agreement shall specify the requirements (including design, size, cost, timing of completion and location) for S. Clark Butler Properties, LTD., and its successors and assigns, to construct, at its expense, a transit transfer station and a park and ride lot within the Butler Development PUD, 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. Upon completion, the park and ride lot and the transit transfer station improvements and associated land shall be conveyed to the City at no cost.
29. In accordance with the PD zoning ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall coordinate with FDOT to address transportation impacts that affect FDOT facilities. Proof of satisfying any FDOT requirements shall be provided to the City in the form of a letter or other written documents issued by the FDOT.



30. Future connectivity between the Butler Development PUD and the area west of I-75 is in the MTPO adopted Long Range Transportation Plan. The PD zoning ordinance shall specify details regarding the timing, dedication of right-of-way to the City and roadway design and construction (including sidewalks, bike lanes, or a multi-use path) for SW 30th Avenue from SW 40th Boulevard to SW 42nd Street. The PD zoning connection of this road segment to the proposed SW 30th Avenue bridge street system east of I-75. S. Clark Butler Properties, LTD., and its successors and assigns, shall dedicate at least 90 feet and up to 100 feet of right-of-way to the City for SW 30th Avenue between SW 40th Boulevard and SW 42nd

Street along the Butler Development PUD's southern boundary, except where it is contiguous to the Transit Transfer Station parcel in which case it shall be along that parcel's northern boundary. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain an appraisal at its expense and shall provide a copy to the City for its review and approval within 90 days of the date of final adoption of the PD zoning ordinance. The dedication of right-of-way and construction costs for the SW 30th Avenue improvements between SW 40th Boulevard and SW 42nd Street 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).

- b. Subarea 1. In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 1:
 1. Development in this subarea shall establish a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 3,200 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 2. A minimum of 20% of Subarea 1 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.



3. Large scale retail uses (defined for purposes of the Butler Development PUD as a retail use with a single-story building footprint that exceeds 100,000 square feet) in this subarea may have parking facilities located outside the front door of these retail uses.
- c. *Subarea 2.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 2:
1. Design standards specified in the PD zoning ordinance shall establish a development pattern that is compatible with and transitions appropriately to the nearby Urban Village.
 2. This subarea shall contain a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 3. A minimum of 20% of Subarea 2 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
 4. Off-street parking shall not be located in front of buildings that front on SW 24th Avenue. The location of off-street parking on other streets shall be regulated by the PD zoning ordinance.
- d. *Subarea 3.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 3:
1. All new development and redevelopment of existing buildings within Subarea 3 shall meet the design standards established in the PD zoning ordinance. The PD zoning ordinance shall establish a threshold that limits new development building square footage in Subareas 1 and 2 until a minimum amount of new square footage consistent with the town center design standards is under construction in Subarea 3.
 2. Development within Subarea 3 shall meet the following design standards, as may be more particularly described in the PD zoning



ordinance:

- (a). Standards that ensure compatibility among allowable uses and that provide a quality pedestrian experience by regulating building type, scale, overall building appearance outdoor uses and mechanical equipment, signage and landscaping, and location of parking.
 - (b). A connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 - (c). A connected network of wide sidewalks that promotes safety, comfort, and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.
 - (d). Compact design to encourage and accommodate walking.
 - (e). Building facades that are close to and facing the street, and generally aligned.
 - (f). Shade trees along all public and private streets in accordance with Comprehensive Plan policies.
 - (g). First floors of buildings shall incorporate levels of articulation and glazing to promote pedestrian interest.
 - (h). Terminated vistas.
 - (i). On-street parking where feasible and appropriate to building area and street type.
 - (j). Off-street parking located at the rear and/or side of buildings and away from pedestrian areas. Buildings fronting Archer Road may be allowed up to a double-loaded row of parking in front of a building front face.
 - (k). Design and architectural requirements for drive-through facilities that provide pedestrian safety and comfort, and establish a maximum number of drive-through lanes for any drive-through facility in the town center.
3. A minimum of 10% of Subarea 3 or town center areas shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel



development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.

- e. *Subarea 4.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 4:
1. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network that may include maneuvering lanes. As drive aisles are transformed into public or private streets and/or maneuvering lanes, the parking areas shall include sidewalks, as deemed appropriate by the City during development plan review.
 2. Redevelopment shall establish a connected grid of public streets, private streets, and maneuvering lanes to establish a pedestrian-scaled street network. Pedestrian scale blocks may vary in size but should be generally no larger than 1,600 feet in perimeter. The maximum block size shall be 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space). The PD zoning ordinance shall establish thresholds associated with redevelopment of this subarea that include requirements for a street layout plan to establish the new street grid system.
 3. A minimum of 20% of Subarea 4 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
 4. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to provide 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 proceed alongside 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 and that provides a strong visual contrast between the pedestrian area and vehicular surface may be used.

5. A streetscape plan shall be required in conjunction with redevelopment plans for this subarea. Redevelopment along the Archer Road corridor shall be required to meet Comprehensive Plan streetscaping standards, as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Subsection 334.044(10) (A), F.S., and Section 336.045, F.S., the MTPo Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.

6. The PD zoning ordinance shall specify the details and timeframe for the dedication of additional right-of-way along both sides of the SW 62nd Boulevard extension from Archer Road to Windmeadows Boulevard as redevelopment occurs within this subarea that is adjacent to the extension. The value of the right-of-way shall be established by an appraisal that is submitted for review concurrent with an application for development plan review for development that is adjacent to the extension. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting 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.

Policy 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;
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 the transportation mobility 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 the transportation mobility 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 use street types and building form standards that are consistent with the transect zoning district requirements in the Land Development Code.
- 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.

Policy 4.3.8

The property governed by this policy shall be known as the University Corners Planned Use District (PUD) for land use purposes. The PUD property, as depicted on the map labeled University Corners PUD and Underlying Future Land Use in the Future Land Use Map Series, shall be governed by the following conditions:

- a. The uses permitted on the property shall be limited to commercial uses, general office and medical office uses, multi-family residential dwelling units (apartments or condominiums), a hotel, a place of religious assembly, and an above ground parking structure(s).
- b. The maximum building square footage permitted for the commercial, office, hotel and residential buildings shall not exceed in the aggregate 950,000 square feet.
- c. The maximum square footage permitted for the parking structure(s) shall not exceed in the aggregate 380,000 square feet.
- d. The maximum number of residential dwelling units shall not exceed 500 units. The maximum number of hotel rooms shall not exceed 250 rooms.
- e. Useable open space (open air plaza, open air arcades on the ground level, and open air pool/recreation areas on multiple building levels) shall be equal to or greater than 80,000 square feet.
- f. The maximum building height of all buildings (except the parking structure) is limited to 110 feet measured from grade level to the top of



the building plate. The tower features, stairs, elevators, and elevator machine room may exceed the maximum height.

- g. The maximum building height of the parking structure is limited to 110 feet measured from grade level to the top of the guard rail. The tower features, accessory recreational facilities, stairs, elevators, and elevator machine room may exceed the maximum height.
- h. The maximum number of stories for all buildings (except the parking structure) is limited to ten (10) stories above grade level.
- i. Vehicular access to the property shall be limited to ingress and egress from Northwest 14th Street, Northwest 3rd Avenue, and Northwest 13th Street (US 441). Pedestrian and bicycle access to the site shall be provided by sidewalks that surround the four sides of the property. There shall be a system of plazas, arcades and sidewalks that will provide access to all uses throughout the site.
- j. The owner/developer shall construct bus shelter(s) that are architecturally compatible with the development at the development site on either West University Avenue or Northwest 13th Street (US 441), or both, at a location(s) coordinated with the City Manager through the Gainesville Regional Transit System (RTS) and the Gainesville Public Works Department.
- k. This ordinance does not vest any development on the property described in Section 1 of this ordinance for concurrency as provided in the City's Comprehensive Plan. The owner/developer shall apply for and meet concurrency management standards at the time of application for development plan approval. An application for a Certificate of Final Concurrency must be submitted with the application for final development plan approval.

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.

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

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

Objective 4.5 The City's land development regulations shall provide standards and guidelines that will regulate signage, subdivision of land, vehicle parking, and on-site traffic flow.



- Policy 4.5.1 The City shall regulate signage in the City of Gainesville through land development regulations.
- Policy 4.5.2 The City shall regulate the subdivision of land, vehicle parking, and on-site traffic flow through land development regulations.
- Objective 4.6 The City's Land Development Code shall provide a regulating mechanism to ensure consistency between the land use categories established in this Future Land Use Element and the zoning districts established in the Land Development Code.**
- Policy 4.6.1 The City's Land Development Code shall implement the land use categories created by this Comprehensive Plan and shall regulate all development until superseded by new land development regulations as required by this Comprehensive Plan. The Land Development Code shall designate the zoning districts that implement the land use categories created by this Comprehensive Plan. Proposed developments that do not fall within the parameters of existing zoning districts may be permitted to develop as Planned Developments and shall meet all the requirements of that zoning classification and the Future Land Use Element.
- Policy 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.
- Objective 4.7 A Special Area is established for the Idylwild/Serenola area that shall be subject to the policies and standards contained in this Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the City.**
- Policy 4.7.1 The intent of this Special Area is to establish specific guidelines for the area identified as Idylwild/Serenola, generally bounded by Archer Road to the north, SW 13th Street to the east, Paynes Prairie to the south and east, and SW 34th Street and Interstate 75 to the west. Only a small portion of this area is currently within city limits and subject to these standards. To help with identification of the area and specific areas described herein, an Idylwild/Serenola Special Area Map (Special Area Study: Idylwild/Serenola in the Future Land Use Element Map Series), is incorporated by reference. Except where modified by the policies herein, all policies of the Plan shall be applicable within the special area. Where the specific policies conflict with general policies in the remainder of the plan, it is the intent that the policies herein shall prevail.
- Policy 4.7.2 To preserve and conserve significant natural resource areas, the following policies shall apply.



- a. Preservation of significant natural communities, listed species habitat, geological features, and areas of strategic ecosystems shall be encouraged through public or private acquisition where possible, and other appropriate methods of preservation.
- b. Appropriate conservation strategies shall be used to permit compatible development when acquisition is not possible. These development regulations are contained in the regulated natural and archeological resources development portion of the Land Development Code.

Policy 4.7.3 To preserve, maintain, and restore where necessary, areas containing extensive trees canopies, policies (a) and (b) below shall apply. Tree canopy areas are major existing areas containing a significant population of trees of a size and condition to be considered a significant environmental resource.

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

Policy 4.7.4 To maintain developable or already developed lots in as much of a natural state as possible, the following policy shall apply in areas currently in residential use. The areas currently in residential use contain the densely tree-canopied, developed areas of the Idylwild, Serenola, and Malore Gardens neighborhoods.

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

Policy 4.7.5 To protect listed species through habitat maintenance and appropriate development regulations, the following policies shall apply.

- a. The policies within the Conservation, Open Space and Groundwater Recharge Element of the Gainesville Comprehensive Plan shall apply as they relate to listed species.
- b. “Listed species,” meaning those species of plants and animals listed by federal or Florida law as endangered, threatened, or a species of special concern; and those species ranked by the FNAI as S1, S2 and S3 plants, and S1 animals, S2 animals and only S3 animals that are



breeding/nesting shall be afforded the legal protective status provided by law.

- c. The encroachment of development upon areas of listed species shall be discouraged through regulations contained in the regulated natural and archeological resources portion of the Land Development Code.

Policy 4.7.6

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.

Policy 4.7.7

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.

Policy 4.7.8

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 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.

Policy 4.7.9 Provide the necessary infrastructure to sustain and support growth which maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.

Policy 4.7.10 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
 - 3. receives the appropriate permits for either well use, on-site treatment, or both.



Objective 4.8 Eliminate uses inconsistent with the adopted Future Land Use Map.

Policy 4.8.1 The City shall implement 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.

Policy 4.8.2 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.

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

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

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

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

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

Policy 5.2.1 The City shall develop land development regulations that control facade articulation, building orientation, building location, automobile-oriented uses such as drive-throughs and gas stations, location and amount of parking, number of stories, outdoor lighting, compatibility with context, and quality of materials for large retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

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



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

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

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

- Objective 5.4 The City shall partner with neighborhoods to facilitate effective communication between the neighborhood residents and the City and develop specific actions to address neighborhood identified goals and improvements.**

- Policy 5.4.1 The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.

Revised 03/04/02, Ord. 000620 & 001149
 Revised 04/26/04, Ord. 030466
 Revised 08/22/05, Ord. 040373
 Revised 11/14/05, Ord. 031253 & 041057
 Revised 10/23/07, Ord. 060499
 Revised 10/16/08, Ord. 070904 & 071154
 Revised 12/18/08, Ord. 080343
 Revised 01/26/09, Ord. 070447
 Revised 12/17/09, Ord. 070210
 Revised 10/21/10, Ord. 100189
 Revised 11/03/11, Ord. 100697
 Revised 01/05/12, Ord. 110290
 Revised 05/17/12, Ord. 110599
 Revised 02/21/13, Ord. 120209
 Revised 06/20/13, Ord. 120616
 Revised 08/15/13, Ord. 120370
 Revised 11/21/13, Ord. 121107
 Revised 07/17/14, Ord. 130435
 Revised 09/03/15, Ord. 150113
 Revised 04/07/16, Ord. 150441
 Revised 07/20/17, Ord. 140817



Future Land Use Map Series

- 2013-2023 Generalized Future Land Use Map [Note: This map is on file at the Planning and Development Services Department.]
- Special Study Area - Idylwild/Serenola
- Plum Creek SR-121 PUD and Underlying Future Land Use
- Butler Development Underlying Future Land Use
- Butler Development PUD Future Land Use Overlay
- University Corners Underlying Future Land Use
- University Corners PUD Future Land Use Overlay
- Innovation Zone
- Urban Village
- Active Mine Sites

- *Environmentally Significant Land and Resources Map Series:*
 - 100-Year Floodplain
 - Wellfield Protection Zones
 - Floridan Aquifer High Recharge Area
 - Surface Waters & Wetlands
 - Strategic Ecosystems

- *Historic Preservation Map Series:*
 - Northeast Gainesville Residential Historic District
 - Pleasant Street Historic District
 - Southeast Gainesville Historic District
 - University Heights Historic District—North
 - University Heights Historic District—South
 - Designated Historically Significant Properties



Goals, Objectives & Policies



Transportation Mobility Element

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

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

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

Policy 1.1.1 Roadway LOS:



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

Policy 1.1.2 Transit LOS:

- a. The City shall strive to provide fixed-route transit service within $\frac{1}{4}$ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within $\frac{1}{4}$ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

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

Policy 1.1.4 Bicycle and Trail LOS:

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



GOAL 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 THAT PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

Policy 2.1.1 The City shall enhance the multi-modal transportation system between downtown and the University of Florida (UF) to improve connectivity and promote transportation choice and livability.

Policy 2.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.

Policy 2.1.3 The City shall support the “Multimodal Emphasis Corridor” designation on 13th Street from SW 16th Avenue to NW 23rd Avenue as shown in the Long Range Transportation Plan Update.

Policy 2.1.4 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.

Policy 2.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.

Policy 2.1.6 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.

Policy 2.1.7 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 Comprehensive Plan.

Policy 2.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.

Policy 2.1.9 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.

- Policy 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.
- Policy 2.1.11 Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.
- Policy 2.1.12 New development will be encouraged to provide pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.
- Objective 2.2 Ensure that Future Land Use Map designations promote transportation objectives by designating transit-supportive densities in appropriate locations to support transportation choice.**
- Policy 2.2.1 The City’s Future Land Use Map shall remain consistent with transportation choice strategies.
- Objective 2.3 Ensure that the City coordinates with the 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.**
- Policy 2.3.1 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.
- Policy 2.3.2 The City shall coordinate with FDOT and Alachua County to implement Access Management regulations.
- Policy 2.3.3 The City shall propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.
- Policy 2.3.4 The City shall 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 Management System, and by installing traffic signal priority control for emergency vehicles and buses.



- Policy 2.3.5 The City shall assist the MTPO in annually issuing a Level of Service Report on all GUATS system roadways 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.
- Policy 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 39th Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
 - c. As road reconstruction occurs, including 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 2.4.1 The City shall collaborate with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs that will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

GOAL 3

THE CITY SHALL BECOME A NATIONAL MODEL FOR AN ENHANCED COMMUNITY TRANSIT SYSTEM WITH A VARIETY OF TRANSPORTATION SERVICES THAT PROVIDE A SAFE, CONVENIENT, ACCESSIBLE, COMFORTABLE, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, AND MOST ENERGY EFFICIENT EQUIPMENT FEASIBLE.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.



- Policy 3.1.1 The City shall inventory and prioritize all arterial, collector, and local street segments that have sidewalk gaps, and shall maintain such inventory on the City's Geographic Information System (GIS) library to assist in the identification of gaps and priorities. 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; (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight.
- Policy 3.1.2 The City shall identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within, or adjacent to, the urban area and particularly within pedestrian-oriented areas, such as downtown, UF, and other mixed-use areas.
- Policy 3.1.3 The City shall use the "Complete Streets" principles in the design of all new streets.
- Policy 3.1.4 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.
- Policy 3.1.5 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.
- Policy 3.1.6 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, areas where a large volume of pedestrians and bicyclists are expected or encouraged, and 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.
- Policy 3.1.7 The City shall promote walking, transit use, and bicycling in new development and redevelopment 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.



- Policy 3.1.8 The City shall collaborate with FDOT to implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34th Street as a Multimodal Emphasis Corridor.
- Policy 3.1.9 The City's Land Development Code shall require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to, sidewalks and crosswalks that connect buildings, transit stops, and parking areas at the development site.
- Policy 3.1.10 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 free of signs, furniture, and other pedestrian obstacles that reduce the useable width of the sidewalk.
- Objective 3.2 Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent and those who have a choice about using the transit system and make up a substantially larger market. The transit system shall serve major trip generators and attractors such as the UF campus, existing transit hubs, and transit supportive areas 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.**
- Policy 3.2.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near existing transit hubs or transit-supportive areas.
- Policy 3.2.2 The City shall strive to link its land use and transportation planning by using the Transportation Mobility Program.
- Policy 3.2.3 The City shall evaluate transit stops in city limits to identify needs for improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations.
- Policy 3.2.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.
- Policy 3.2.5 The City shall support expansion of the Employee Bus Pass Program.
- Policy 3.2.6 Upon completion of the Go Enhance RTS study, if a Bus Rapid Transit (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.

Policy 3.2.7 The City shall equip new RTS transit shelters with easy-to-understand timetable and route information and an easily recognizable RTS logo.

Policy 3.2.8 The City transit service shall be enhanced to improve reliability, availability, comfort, and convenience.

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.

Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the City.

Policy 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.

Policy 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.

Policy 4.1.4 Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.

Policy 4.1.5 The City shall identify all arterials and collector segments that 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.

Policy 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 and Ride ; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.



- Policy 4.1.7 New construction, reconstruction, and resurfacing of arterials and collectors shall be designed using “Complete Streets” and “Context Sensitive Street Design” principles.
- Policy 4.1.8 The City shall equip each transit system bus to carry bicycles.
- Policy 4.1.9 All new Park and Ride lots shall be designed to accommodate bicycle parking.
- Policy 4.1.10 The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all appropriate transit stops and transfer points within city limits.
- Policy 4.1.11 The City shall support bicycle and pedestrian safety programs in Alachua County schools.
- Policy 4.1.12 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 Comprehensive Plan.
- Objective 4.2 Improve bicycle-related security.**
- Policy 4.2.1 The City’s bicycle parking design guidelines shall allow only bicycle racks that 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.

GOAL 5

DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

- Objective 5.1 Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.**
- Policy 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 Map Series.
- Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County’s efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits.



- Policy 5.1.3 The City shall require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
- Policy 5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
- Policy 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.
- Policy 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.
- Policy 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.

GOAL 6

PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES.

- Objective 6.1 Apply “Complete Streets” and “Context Sensitive Streets” design principles to create a safe, balanced, livable transportation system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**
- Policy 6.1.1 The City shall use context-appropriate design features to create a more livable transportation system throughout the City that is rich in transportation choice.
- Policy 6.1.2 Use traffic calming, where appropriate, to promote transportation choice, reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
- Policy 6.1.3 The City shall use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics on City-maintained streets.
- Policy 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.

- Policy 6.1.5 The City shall collaborate with the State and the County to design roadways that promote safety, provide pedestrian refuge, promote traffic calming, and provide space for landscaping.
- Policy 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.
- Policy 6.1.7 The City shall 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.

GOAL 7

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

- Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.**
- Policy 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.
- Policy 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.
- Policy 7.1.3 The City shall periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- Policy 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- Policy 7.1.5 The City shall use the Transportation Mobility Program Area as mapped in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the City, and to promote transportation choices.



- Policy 7.1.6 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 with separate driveways and parking, but 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.
- Policy 7.1.7 The City shall coordinate the transportation network with the land uses shown on the Future Land Use Map Series in order to encourage compact development patterns, provide safe and convenient access for work, school, shopping, and service-related trips, protect the cultural and environmental amenities of the City, and protect the integrity of the Florida Strategic Intermodal System.
- Policy 7.1.8 The City shall encourage large employers to develop incentives for employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes, or parking cash-out policies.
- Objective 7.2 Use the Transportation Mobility Program policies to improve the land use and transportation planning connection and reduce traffic congestion.**
- Policy 7.2.1 Widening a street shall 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 transit use, bicycling, and walking.
- Policy 7.2.2 The City shall encourage the use of sustainable forms of travel, more transportation choice, and a better retail environment to reduce traffic congestion and improve the City's transportation level of service.
- Policy 7.2.3 The Transportation Mobility Program shall promote multi-modal opportunities and better land use planning.

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.

- Policy 8.1.1 Curb ramps, raised crosswalks, and transit stop improvements shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.

- Policy 8.1.2 The City shall maintain a transit fleet that can serve persons with disabilities.
- Policy 8.1.3 Car parking spaces for persons with 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 Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.**
- Policy 9.1.1 The City shall provide transit service to the Gainesville Regional Airport and the surrounding area.
- Policy 9.1.2 The City shall use the Airport Master Plan as the future land use guide for development in and around the airport.
- Objective 9.2 Eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinate 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.**
- Policy 9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.
- Policy 9.2.2 The City shall collaborate with Alachua County to ensure that incompatible land uses within the adopted airport noise contours are eliminated. The adopted airport noise contours are illustrated on the Airport Noise Zone Map dated August 2009 that is located in Appendix F of the City's Land Development Code.
- Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land that 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 ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.

Objective 9.4 Coordinate airport growth with appropriate aviation or other related organizations.

Policy 9.4.1 The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.

Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

GOAL 10

IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

- A. URBAN REDEVELOPMENT;**
- B. INFILL DEVELOPMENT;**
- C. A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
- D. THE CITY'S ECONOMIC VIABILITY;**
- E. DESIRABLE URBAN DESIGN AND FORM;**
- F. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
- G. STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**
- H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**

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



- Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.
- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
 - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
 - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
 - d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined



in the Access Management portion of the Land Development Code;
and

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

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

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

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



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

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPo, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.



- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.



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

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

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



Zone C Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
 3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Use of joint driveways or cross-access connections to reduce curb cuts.
- d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- g. Provision of matching funds for transit or other transportation mobility-related grants.
- h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the



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

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

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.



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

Policy 10.1.9

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

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



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.

Policy 10.1.11 For any development or redevelopment within Zone E, 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.

Zone E 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 E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; 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, where transit service is available.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications, where transit service is available.
- l. 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.
- 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 10.1.12 The City establishes the following priority for transportation mobility projects within Zone E 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. Widening SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of new or expanded transit facilities.



Policy 10.1.13 For any development or redevelopment within Zone M, the developer shall fund transportation mobility criteria, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside of Zone M that can be demonstrated to be a direct benefit to the transportation system in Zone M. The required transportation mobility criteria shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities. 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. The transportation mobility criteria for any development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either 1. or 2. as follows:

1. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.
2. 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 shall include capital and operating costs for a minimum of 3 years.

It is anticipated that the provision of all mobility needs in Zone M may span a 20 to 30-year time period, and the mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements.

Zone M 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 include, but shall not be limited to, the following:
 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.
- 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. 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. Funding for new buses and other capital expenses for routes serving Zone M.
- h. Funding for articulated buses.
- i. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- j. 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.
- k. Funding for the construction of new or expanded transit facilities.
- l. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- m. Business operations shown to have limited or no peak-hour roadway impact.
- n. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 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. 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 for any additional transit service enhancements needed to serve the proposed development and maintain existing service levels (frequencies) in the RTS a.m. and p.m. peak hours. 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.

- Policy 10.1.15 Redevelopment or expansions of existing developments that 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 applicable.
- Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any development or redevelopment within Zones B, C, D, E, or M that meets standards such as neo-traditional, new urbanist, transit-oriented development (TOD), or mixed-use development and 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 Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.
- Policy 10.1.17 An existing DRI that was 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 located entirely within the TMPA.
 - b. At least one public transit route serves the DRI and operates at 15-minute frequencies during the RTS a.m. and p.m. peak hours.
 - 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 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.

- Policy 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 mobility needs that are required by policies within this Element.
- Policy 10.1.19 The City shall 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.
- Policy 10.1.20 The City may require special traffic studies within the TMPA, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.
- Policy 10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.
- Policy 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.
- Policy 10.1.23 Developments approved prior to the adoption of the TMPA shall provide any transportation improvements, modifications, or mitigation required as part of the development plan approval, consistent with Future Land Use Element Policy 3.4.5. When development plans that were approved prior to the adoption of the TMPA are amended, they shall 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, and 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.**
- Policy 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; and
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area.

Policy 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.

Policy 10.2.3 The City shall require new residential developments, where feasible, to provide street and/or sidewalk/path connections and/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.

Policy 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.

Policy 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 to projects that are located within $\frac{1}{4}$ mile of the property lines of an existing transit hub or projects that are located 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 $\frac{1}{4}$ mile of an existing transit route. The City shall reduce by 25% the net, new average daily trip generation for any redevelopment project or any project that expands or converts a building to a new use. The City shall reduce by 40% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component where residential dwelling units equal at least 10% of the floor area of commercial/office uses.

Policy 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Map Series) shall receive redevelopment trip credits as follows. The City shall



reduce by 30% the net, new average daily trip generation for any redevelopment or expansion/conversion project. The City shall reduce by 45% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component.

Policy 10.2.7 To facilitate a reduction in vehicle miles traveled and energy efficient land use patterns 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 conditions:

- a. A mix of residential and non-residential uses shall be required where residential dwelling units equal at least 10% of the floor area of commercial/office uses.
- 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 $\frac{1}{4}$ 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-use 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. There shall be an exemption from the mixed-use requirements of this policy for any infill development in Zones A, B, or C that is surrounded by an area that: a) is at least equal to the size of the development; b) is at least 75% developed with a mix of residential and non-residential uses that may provide support needs; and c) has existing adequate and safe sidewalk connections within $\frac{1}{4}$ mile of the development.



Objective 10.3 **The City’s Land Development Code shall provide standards for all new developments and redevelopment within the TMPA. Within the transect zoning district areas, the Land Development code shall regulate urban form to ensure a compact, pedestrian-friendly environment that supports multi-modal opportunities.**

Policy 10.3.1 Within the transect zoning districts, land development regulations shall address urban form in terms of: street types, maximum block perimeter sizes, required new streets or urban walkways, building frontage requirements, building setbacks, location of parking, glazing requirements, building façade articulation, and building entrance location.

Policy 10.3.2 New development of automotive-oriented uses 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 with service bays and fueling (gas) pumps located to the rear or side of buildings. These design standards shall not apply in industrial zoning districts. Land development regulations shall specify the criteria for the placement of these uses. The number of fueling positions and service bays shall be regulated in the Land Development Code.

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

Policy 10.4.1 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 that involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

Policy 10.4.2 Drive-through facilities shall be specially regulated by the Land Development Code. The regulations shall include provisions that include; the maximum number of drive-through lanes; queuing space; minimization of the number of access points to public streets; by-pass lanes or driveway areas to avoid backups at the site; consideration of pedestrian/bicyclist safety; location of drive-through lanes; and minimization of the visual impacts of drive-through lanes on street frontage areas.

Policy 10.4.3 Gasoline and alternative fuel stations shall be specially regulated by the Land Development Code. The regulations shall include provisions that include: locating fueling pumps to the rear or side of buildings; minimization of the



number and width of driveways; limitations on the number of fueling positions; and consideration of pedestrian and bicycle safety at the site.

Policy 10.4.4 The Land Development code shall address design requirements for structured parking that include provisions for consideration of: pedestrian and bicycle routes; location and design of vehicle access points; and compatibility with neighborhoods.

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

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

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

Policy 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.

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

Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M shall plant trees selected from the Tree List in the City's Land Development Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in trunk caliper, or the equivalent winter-dug and hardened-off balled and burlapped trees. If 65-gallon or equivalent trees are not available, the number of required shade trees may be appropriately increased with the approval of the City Arborist or designee. Within Zone B, these requirements shall only apply along roadways as listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C, D, E, and M, these requirements shall apply to all public and private streets. 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 tree landscaping standards for the TMPA. All new development within



Zones B, C, D, E, and M shall also install an automated irrigation system to preserve new landscaping.

Redevelopment sites shall be required to plant 50% of the number of street trees otherwise required by the City's Land Development Code. Redevelopment sites where 40% or more of the developed area (as defined in the Land Development Code) is being altered shall also meet the automated irrigation system requirement.

Developments meeting the criteria for Rapid Review pursuant to the Land Development Code and developments within landscape exempt areas, special area plans with pedestrian-oriented build-to line provisions, and the approach and clear zone areas as specified on the Gainesville Regional Airport Master Plan shall be exempt from these requirements.

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

Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be prohibited within the TMPA.

Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, 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.

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

Policy 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 with Alachua County on an ongoing basis concerning the TMPA.



- Policy 10.8.1** Alachua County staff shall be provided the development plans and associated traffic studies for any development within the TMPA that will generate more than 1,000 net, new average daily trips or any development that will generate more than 100 net, new average daily trips within 1/4 mile of an Alachua County-maintained road or the unincorporated area. Alachua County staff shall have the opportunity to comment on the proposed development and its impacts on Alachua County-maintained roads or state-maintained roads and any criteria proposed/required pursuant to Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13. Alachua 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 meet the DRI threshold to address regional impacts on facilities.
- Policy 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 to Alachua County-maintained roads of approved development within the TMPA and share the information with Alachua County.
- Objective 10.9** **The City shall coordinate with the Florida Department of Transportation (FDOT) on an ongoing basis concerning the TMPA.**
- Policy 10.9.1** For any development that will access state roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on state roads.



Transportation Mobility Map Series

- Major Thoroughfares and Transportation Routes
- Transit Routes
- Existing Transit Hubs & Transit-Supportive Areas
- Off-Street Paved Trail Network
- In-Street Bicycle Facilities – Existing
- Rail & Airport Facilities
- NW 13th Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors



Goals, Objectives & Policies



Intergovernmental Coordination Element

GOAL 1

TO COORDINATE THE PLANS AND ACTIVITIES OF THE VARIOUS UNITS OF GOVERNMENT TO PROMOTE EFFECTIVE, EFFICIENT COMPREHENSIVE PLANNING, PROVISION OF URBAN SERVICES, AND MITIGATION OF POTENTIAL CONFLICTS BETWEEN JURISDICTIONS.

Objective 1.1 **The City of Gainesville shall maintain 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.**

Policy 1.1.1 The City shall maintain an interlocal agreement with SBAC describing joint processes for collaborative planning and decision-making regarding population projections and criteria for the selection of school sites in accordance with the goals, objectives and policies of this plan. Per Subsection 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.

Policy 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.



- Policy 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.
- Policy 1.1.4 The City shall meet with representatives of the SBAC and other Alachua County local governments to discuss public school concurrency issues.
- Policy 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.
- Policy 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.
- Policy 1.1.7 The City shall 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).
- Policy 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.
- Policy 1.1.9 The City shall 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.
- Policy 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, F.S.
- Policy 1.1.11 The City shall provide information and assistance to the Gainesville Housing Authority, the Alachua County Housing Authority and other agencies



providing housing assistance for low-income, very low-income, and extremely low-income persons.

Policy 1.1.12 The City shall use the NCFRPC to mediate those issues that cannot be resolved through established coordinating mechanisms, in accordance with Section 186.509, F.S.

Policy 1.1.13 The City recognizes the adopted University of Florida Campus Master Plan as the campus master plan prepared pursuant to Florida statutory requirements.

Policy 1.1.14 The City shall coordinate with the University of Florida in efforts to stabilize and strengthen neighborhoods in the university context area.

Policy 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 the West University Avenue corridor.

Policy 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 initiate annexation(s) of areas within its designated Urban Reserve Area that meet the criteria of “urban in character” as outlined in the Alachua County Boundary Adjustment Act, and that are projected to be urban in character within the horizon of the Comprehensive Plan.

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.

Objective 1.3 The City of Gainesville shall 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.

- Policy 1.3.1 The City shall adopt the LOS standards for potable water and for water supply, which are established in the Potable Water and Wastewater Element.
- Policy 1.3.2 The City shall adopt the LOS standards for wastewater, which are established in the Potable Water and Wastewater Element.
- Policy 1.3.3 The City 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.
- Policy 1.3.4 As established in the Stormwater Management Element, the City shall set LOS standards for stormwater quality that, at a minimum, meet the requirements of the applicable Water Management District.
- Policy 1.3.5 The City shall 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.
- Policy 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;
 - b. Requesting that Alachua County reviews and comments on City of Gainesville Land Use Amendments that may impact adopted LOS standards within the County; and
 - c. Requesting that the City of Alachua reviews and comments on City of Gainesville Land Use Amendments that may impact adopted LOS standards within the City of Alachua.
- Policy 1.3.7 The City shall coordinate its transportation mobility strategies with Alachua County through the Technical Advisory Committee to the MTPO.
- Policy 1.3.8 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.



- Policy 1.3.9 The City shall 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.**
- Policy 1.4.1 The City shall collaborate with Alachua 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; and
 - f. The development of regulations that discourage the proliferation of urban sprawl as defined in state statutes.
- Policy 1.4.2 The City shall maintain 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).
- Policy 1.4.3 As part of a tourism development program, the City shall cooperate with Alachua 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.
- Policy 1.4.4 The City shall coordinate with Alachua County, other municipalities in Alachua County, University of Florida, Santa Fe College, regional, state and



federal agencies, and with other entities regarding updating and implementing the Local Mitigation Strategy.

- Policy 1.4.5 The City shall collaborate with Alachua County to promote cooperative planning within the Urban Reserve Area through the Boundary Adjustment Act.
- Policy 1.4.6 Through joint planning processes, the City and Alachua County shall evaluate the impacts of their respective comprehensive plans on “areas of concern” identified in the North Central Florida Regional Policy Plan.
- 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.
- Objective 1.5 The City shall collaborate with Alachua County, the several municipalities, the Florida Department of Environmental Protection (FDEP), the Water Management Districts, the United States Environmental Protection Agency (EPA), Santa Fe College, and UF to protect groundwater and other environmental resources throughout Alachua County.**
- Policy 1.5.1 The City shall collaborate with Alachua County to protect wetlands and significant habitat, and to conserve and acquire significant habitat in the Urban Reserve Area.
- Policy 1.5.2 The City shall collaborate with Alachua County regarding criteria for the location of hazardous materials collection/transfer treatment facilities. One criterion shall be consideration of potential groundwater contamination.
- Policy 1.5.3 The City shall cooperate with Alachua 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.
- Policy 1.5.4 The City shall cooperate with Alachua 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 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. Implement 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 collaborate with state agencies to ensure compliance with the State Comprehensive Plan, the North Central Florida Strategic Regional Policy Plan, and agency functional plans.

Policy 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.

Policy 1.6.2 The City shall maintain water conservation programs that are consistent with the Water Management Districts' plans.

Policy 1.6.3 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.

Policy 1.6.4 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.

Policy 1.6.5 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.

public and nonprofit entities such as Santa Fe Community College and the University of Florida to encourage investments by those organizations in this Center.

- c. The County shall coordinate with Gainesville Regional Utilities concerning extensions and enhancements to existing potable water and sanitary sewer facilities near and within the Activity Center in order to serve development which is consistent with the Eastside Activity Center Master Plan. Such coordination may include identification of potential funding sources for utility extensions, and programming of funds in Gainesville Regional Utilities' and/or the County's Capital Improvements Programs.

- (3) Focus activities to strengthen private investment in the Activity Center, including:

- a. Encourage the linkage of job training to job creation within the Activity Center.
- b. Encourage the creation of a business incubator within the Activity Center.
- c. Encourage the coordination of community policing and neighborhood servicing efforts.



- (j) Implementation

Within one year of the effective date of the Eastside Activity Center Master Plan, the County shall propose updates to the Land Development Code to provide for specific development standards and a zoning overlay to implement the Master Plan.

In the interim time period prior to adoption of the necessary Land Development Code and zoning amendments, Planned Development (PD) zoning may be used to implement the Eastside Activity Center Master Plan.

3.0 COMMERCIAL POLICIES

OBJECTIVE 3.1 - GENERAL

A variety of commercial land use categories shall be established to allow for a range of commercial activities within designated areas, distributed to make efficient use of infrastructure and land, and to meet market demand. Commercial development shall include such uses as retail sales, professional services, business services, and personal services and storage (mini-warehouses).

Policy 3.1.1 In order to provide sufficient flexibility to meet the needs of different types of commercial activities, a range of land areas and locations shall be provided for commercial development.

Policy 3.1.2 New commercial facilities shall be encouraged to locate within designated activity centers, Transit Oriented Developments or Traditional Neighborhood Developments in order to discourage strip commercial development and the premature establishment of new activity centers.

- (a) All neighborhood level shopping centers shall locate within high, medium, or low activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, consistent with the standards of this Element.
- (b) All community level shopping centers shall locate within high or medium activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, consistent with the standards of this Element.
- (c) All regional level shopping centers shall locate within high activity centers, or within Transit Oriented Developments consistent with the standards of this Element.

Policy 3.1.3 The size, location, and function of shopping centers shall be related and central to the population and market area they serve.

Policy 3.1.4 In conformance with the Economic Element, the land development regulations shall provide for home-based businesses. Home-based businesses are defined as a business or commercial activity conducted on a residential property which is accessory to the residential use of that property. Home-based businesses shall not adversely impact adjacent residential uses, subject to performance criteria to be adopted in the land development regulations.

Policy 3.1.5 The sale of agricultural products produced on site shall be permissible on that site.

Policy 3.1.6 Commercial uses shall be allowed as part of a mixed use Transit Oriented Development or Traditional Neighborhood Development, subject to location, site, and design standards in the Urban Residential policies of this Element.

Policy 3.1.7 Commercial locations and proposed uses shall be consistent with the Conservation and Open Space Element Policies and Standards.

OBJECTIVE 3.2 - LOCATION AND COMPATIBILITY

Commercial development shall be located and designed to maintain compatibility with neighboring residential uses and support pedestrian activity, taking into account scale and intensity, through implementation of the following policies.

Policy 3.2.1 Commercial development shall be designed to eliminate or minimize the negative impacts on surrounding residential uses.

Policy 3.2.2 Commercial development shall provide adequate buffering or transitional development and design practices, to adequately integrate the development along the edges of different land uses.

Policy 3.2.3 Commercial landscaping and signage shall comply with standards for commercial development in the land development regulations.

Policy 3.2.4 All Neighborhood, Community, and Regional shopping centers shall include pedestrian access, bicycle parking areas, and bus bays and bus shelters in order to encourage alternative transportation modes.

OBJECTIVE 3.3 - REQUIRED FACILITIES AND SERVICES

New commercial development or redevelopment shall have adequate public facilities and services at the time development occurs.

Policy 3.3.1 New commercial development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this plan for roads, potable water and sanitary sewer, solid waste, and stormwater facilities and the concurrency provisions of this Plan.

Policy 3.3.2 In addition to the facilities for which level of service standards are adopted as part of the concurrency management system of this plan, other facilities that shall be adequate to serve new commercial development include:

- (a) fire, police, and emergency medical protection;
- (b) local streets;
- (c) pedestrian facilities and bikeways.

OBJECTIVE 3.4 - ROADWAY COMMERCIAL POLICIES AND STANDARDS

Roadway commercial areas are located where existing commercial developments are found, and provide for limited in-fill between such uses. Roadway commercial or "strip commercial" developments are generally undesirable because of increased traffic problems and decreased visual.

Policy 3.4.1 New development in existing Roadway Commercial areas shall be subject to the following location and compatibility standards:

- (a) New Roadway Commercial developments shall only be permitted as infill of existing "strips" rather than extending or opening up new "strips".
- (b) Roadway commercial uses shall meet the criteria in Policy 3.4.4(b) concerning access management.
- (c) Roadway commercial uses are appropriate only within the designated urban clusters.
- (d) Office uses may be permitted to infill existing strip commercial areas when appropriate office standards are met (see 3.9.1.).

Policy 3.4.2 Roadway Commercial uses shall be implemented with development regulations which address the unique needs of this land use classification. In the interim, until land development regulations consistent with these policies are adopted, the standards and criteria governing Roadway Commercial development shall be implemented through Planned Development zoning.

Policy 3.4.3 New roadway commercial areas shall be prohibited.

Policy 3.4.4 Commercial Enclaves are designated within the Urban Cluster on the Future Land Use Map. These sites shall be subject to the following standards:

- (a) Development of Commercial Enclaves shall be required to meet all concurrency requirements.
- (b) Development shall be required to minimize access from arterials and collectors. Whenever possible, driveways shall use common access points to reduce potential turn movements.

- (c) A maximum of 20,000 square feet of gross leasable area shall be permitted within each enclave.
- (d) Uses may include neighborhood convenience centers consistent with Objective 3.8., offices consistent with Policy 3.9.1., and sit down restaurants.
- (e) The land development regulations for this land use category shall specify performance standards required to mitigate any adverse impact of such development on adjacent land uses and affected public facilities. Such performance standards shall include buffering and landscaping provisions, site design measures to locate such uses away from less intensive adjacent land uses, signage and parking restrictions, and intensity provisions (e.g. height and bulk restrictions). In the interim, until land development regulations consistent with these policies are adopted, the standards and criteria governing Commercial Enclaves shall be implemented through the County's Development Review Committee process.
- (f) New Commercial Enclaves shall be prohibited.

OBJECTIVE 3.5 - REGIONAL SHOPPING CENTER POLICIES AND STANDARDS

Regional Shopping Centers are described by the following standards and general characteristics:

Usual Minimum Site Area	30-50 acres or more
Gross Leasable Area (GLA)	300,000-1,000,000 sq. ft. or more
Minimum Support Required	150,000 or more people
Market Area Radius	10-15 miles or more
Number of Stores	40 or more
Leading Tenant	1 or more full-line department stores of at least 100,000 sq. ft. GLA
Other Tenants	Stores providing such items as: General merchandise, furniture, and home furnishings.

Policy 3.5.1 Regional Shopping Centers shall only be located in areas designated for commercial development in High Activity Centers consistent with the following policies, or within Transit Oriented Developments.

- (a) Regional Shopping Centers shall be located at the:
 - (1) intersection of arterials, or
 - (2) interchanges of arterials and interstate highways.
- (b) Regional Shopping Centers and any planned expansion shall be developed with an overall plan to address access management issues.
- (c) Regional Shopping Centers shall be served by mass transportation routes and shall be designed to accommodate mass transit, bicycles, and pedestrians.

- (d) Regional Shopping Centers shall only locate where automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

OBJECTIVE 3.6 - COMMUNITY SHOPPING CENTER POLICIES AND STANDARDS

Community Shopping Centers are described by the following standards and characteristics:

Usual Minimum Site Area	10 acres
Gross Leasable Area (GLA)	100,000 to 300,000 sq. ft.
Minimum Support Required	20,000 to 60,000 people
Market Area Radius	2 miles or more
Number of Stores	15 to 40
Leading Tenant	Variety, discount, or junior department store
Other Tenants	A supermarket and drugstore

Policy 3.6.1 Community Shopping Centers shall be only located in areas designated for commercial development in Medium or High Activity Centers, or within Transit Oriented Developments at the:

- (a) intersection of arterials, or
- (b) intersection of collectors and arterials.
- (c) Community Shopping Centers shall only locate where automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

OBJECTIVE 3.7 - NEIGHBORHOOD SHOPPING CENTER POLICIES AND STANDARDS

Neighborhood shopping centers are described by the following standards and general characteristics:

Usual Minimum Site Area	4 acres
Gross Leasable Area (GLA)	30,000 to 100,000 sq. feet
Minimum Support Required	5,000 to 10,000 people
Radius of Market Area	1-1/4 miles or more
Number of Stores	5 to 20
Leading Tenant	Supermarket
Other Tenants	Stores providing convenience goods and personal services for the day-to-day needs of the immediate neighborhoods.

Policy 3.7.1 Neighborhood Shopping Centers shall only locate in areas designated for commercial development in Low, Medium, or High Activity Centers, or within Transit Oriented Developments, where:

- (a) automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center
- (b) local neighborhood streets do not provide principal automobile traffic access.

OBJECTIVE 3.8 - NEIGHBORHOOD CONVENIENCE COMMERCIAL POLICIES AND STANDARDS

Neighborhood Convenience Centers are represented by the following standards and characteristics:

Usual Maximum Site Area	4 Acres
Gross Leasable Area (GLA)	3,000 to 30,000 square feet
Spacing	At least 1 mile travelling distance on public roads from the property boundary of facilities supplying the same needs or another Neighborhood Convenience Center.
Leading Tenant	convenience store, drug store, grocery store
Other Tenants	laundry, dry cleaning, eating places, day care center.
Transitional Land Uses (at the edge of the Neighborhood Convenience center, to be included in the four acre site	civic, open space, office, residential, business, industrial.

Policy 3.8.1 Neighborhood Convenience Centers shall only be located in areas designated and mapped for commercial development, Low, Medium, or High, Activity Centers, rural employment centers, or rural clusters, consistent with the following policies:

- (a) on major collector or arterial streets, with preference given to locations at the intersections of such streets.
- (b) New Convenience Centers shall not be located internally within existing single family neighborhoods unless integrated with the surrounding neighborhood through a neighborhood planning process and approved through a comprehensive plan amendment.
- (c) The County shall promote the development of commercial uses in planned commercial centers and discourage scattered, incremental and strip commercial development.
- (d) Neighborhood Convenience land uses are allowable within Transit Oriented Developments and Traditional Neighborhood Developments consistent with the policies under Objectives 1.6 and 1.7 of this Element.

OBJECTIVE 3.9 - OFFICE POLICIES AND STANDARDS

An Office land use category shall be established for individual offices or office parks to provide for professional and business services, exclusive of retail trade. Office uses are unique because of the need to have accessibility to both residential and other commercial uses. Their special trade area characteristics require office uses to have additional policies and standards.

Policy 3.9.1 Office uses shall only be located in areas designated for commercial development, Low, Medium, or High Activity Centers, village centers, planned developments, Transit Oriented Developments, or traditional neighborhood developments, rural employment centers, or rural clusters.

- (a) Office uses shall be grouped within compact areas to discourage disruption to residential areas.
 - (1) Office uses should not be located between properties designated for development at low or medium density on the Future Land Use Map, except when designed as part of a Transit Oriented Development or Traditional Neighborhood Development.
 - (2) The land development regulations shall specify appropriate buffers or transitional development and design practices, when office uses are permitted adjacent to residential development or other uses.
- (b) Office uses are appropriate in areas planned for high density residential use along major arterials served by public mass transportation.

OBJECTIVE 3.10 - TOURIST/ENTERTAINMENT COMMERCIAL POLICIES AND STANDARDS

Tourist/entertainment commercial uses are oriented primarily toward providing services for the short term visitor to Alachua County. These commonly include gasoline stations, restaurants, lodging, bed and breakfast, and special entertainment facilities.

Policy 3.10.1 Tourist/entertainment uses shall be located consistent with the following policies:

- (a) These uses are most appropriate, but are not limited to, highway interchanges with Interstate 75.
- (b) Tourist/entertainment uses should have direct access from arterials with preference given to intersections. In specific instances it may be appropriate for certain uses to locate away from arterials due to the desire to locate that individual use adjacent to the natural environment or a cultural resource. (e.g., near lakes, marine business uses and campgrounds might be appropriate, or in a rural cluster, where a bed and breakfast establishment might be appropriate.)

Policy 3.10.2 Development regulations to implement the Tourist/Entertainment commercial uses shall be adopted. These shall include specific standards to govern the design and intensity of the tourist/entertainment uses that may be located adjacent to the natural or cultural resources consistent with the protection of those resources and the Conservation and Open Space Element of this plan.

OBJECTIVE 3.11 - RURAL COMMERCIAL USES**Policy 3.11.1** *Reserved*

Policy 3.11.2 Rural Commercial-Agriculture uses are shown on the Future Land Use map. The standards for Rural Commercial-Agriculture uses outside of rural clusters are as follows:

- (a) Development of Rural Commercial-Agriculture uses shall be required to meet all concurrency requirements.
- (b) Development shall be required to minimize access from arterials and collectors. Whenever possible, driveways shall use common access points to reduce potential turn movements.
- (c) Unless otherwise permitted as a Special Exception by the Board of County Commissioners, a maximum of 10,000 square feet of gross leasable area shall be permitted on each Rural Commercial-Agriculture parcel.
- (d) Uses may include neighborhood convenience centers consistent with Objective 3.8., offices consistent with Policy 3.9.1., sit down restaurants, and agricultural services to serve the rural area.
- (e) The land development regulations for this land use category shall specify performance standards required to mitigate any adverse impact of such development on adjacent land uses and affected public facilities. Such performance standards shall include buffering and landscaping provisions, site design measures to locate such uses away from less intensive adjacent land uses, signage and parking restrictions, and intensity provisions (e.g. height and bulk restrictions). In the interim, until land development regulations consistent with these policies are adopted, the standards and criteria governing Rural Commercial-Agriculture development shall be implemented by the County's Development Review Committee process.
- (f) As part of an area-based Community and Neighborhood Planning program to be implemented as a follow up to the Comprehensive Plan update, the Future Land Use Map shall be reevaluated to consider reclassification of areas designated for Rural Commercial-Agriculture uses as Agriculture. (These parcels are undeveloped rural sites with commercial zoning classifications established prior to October 2, 1991.)

4.0 INDUSTRIAL POLICIES**OBJECTIVE 4.1 - GENERAL**

Industrial land use categories shall be established to allow for a range of light and heavy industrial activities, subject to the policies and standards contained in this Chapter. Industrial developments are characterized by the fabrication, manufacturing, transporting, warehousing or distribution of goods as well as facilities for research, development, or experimental laboratories. In addition a fairground shall be authorized on that portion of Tax Parcels 07872-003-002 and 07872-003-008 described in the Declaration of Covenants, Conditions and Restrictions recorded in Book 3598, Page 1133 of the Official Records of Alachua County; fairground uses include agricultural, community-based or government-oriented activities, and to the extent any of these activities are commercial in nature, said activities shall not exceed a period greater than six (6) consecutive months.

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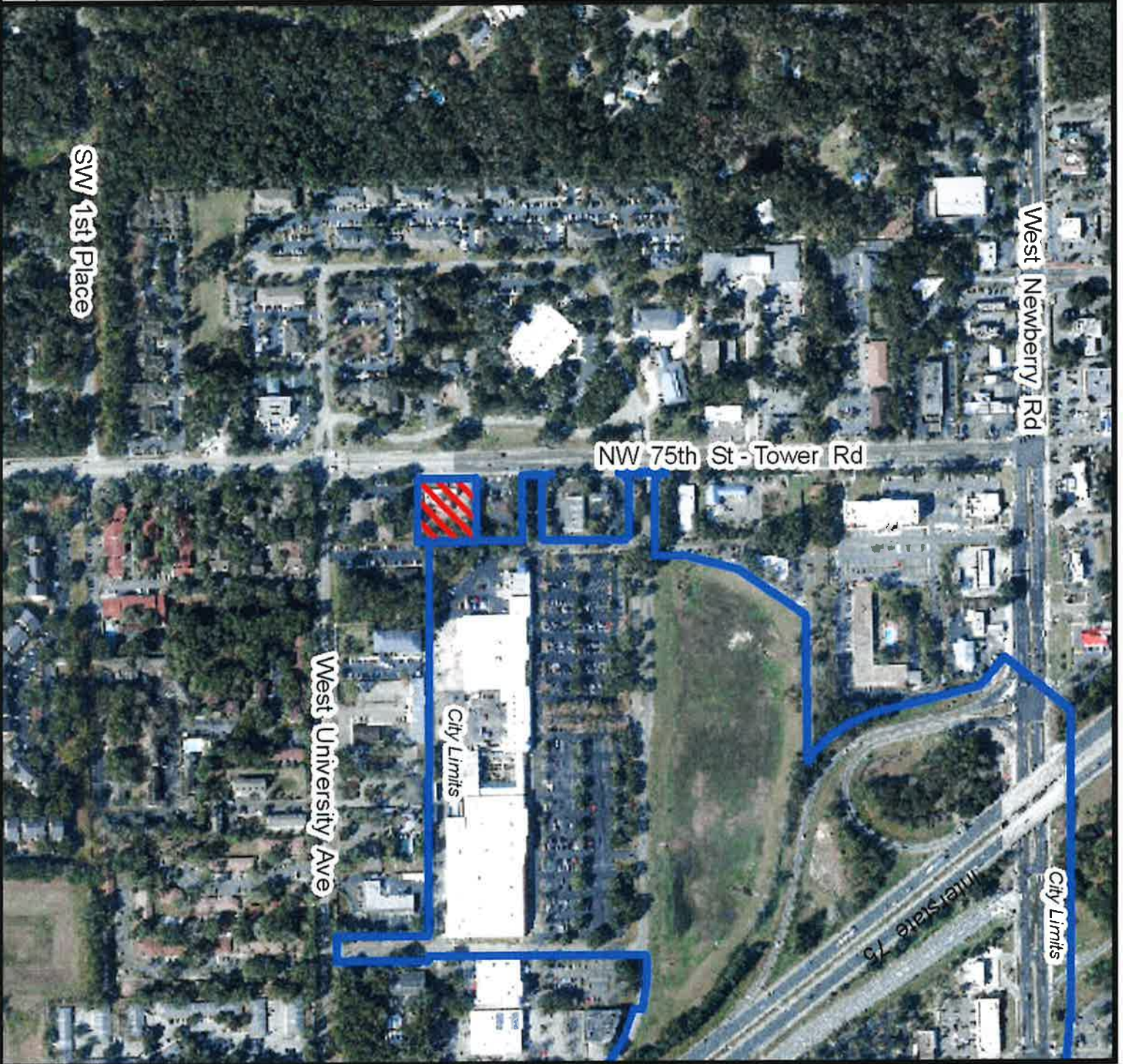
**Petition
PB-18-131 ZON
Aerial Photograph**



Area under petition consideration



--- Division line between two zoning districts
— City Limits



180467A

Petition PB-18-131 ZONING Existing Zoning

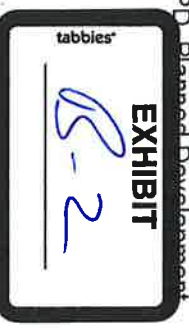
Area under petition consideration

City of Gainesville Zoning Districts

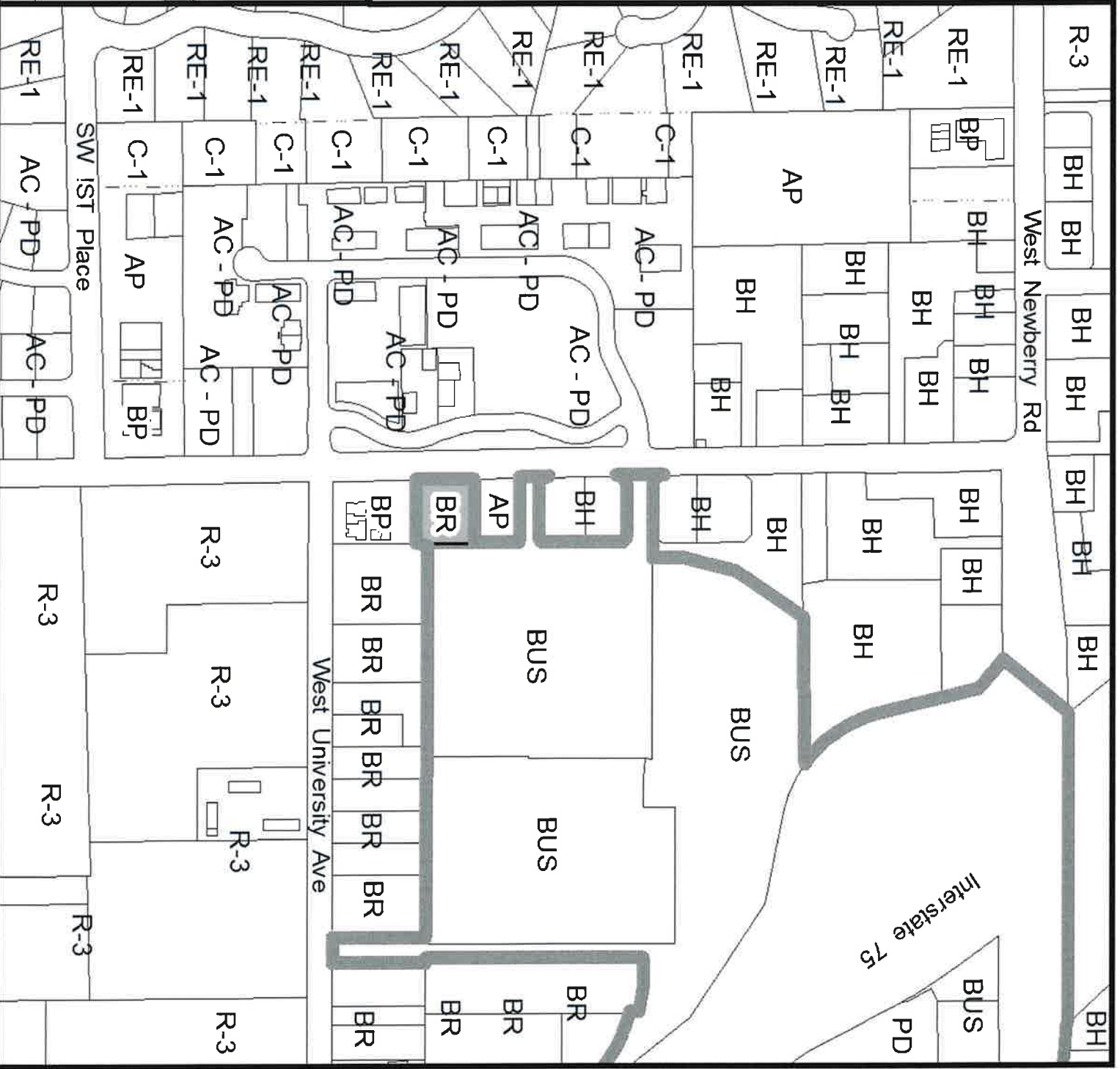
- BUS General Business
- PD Planned Development

Alachua County Zoning Districts

- RE-1 Single family, Low Density
- R-3 Multiple family, High Density
- C-1 Conservation
- AP Administrative/Professional
- BP Business and Professional
- BR Business, Retail
- AC-PD Planned Development



Districts under consideration for zoning updates
City Limits



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Petition PB-18-131 ZON Proposed Zoning

Area under petition consideration

City of Gainesville Zoning Districts

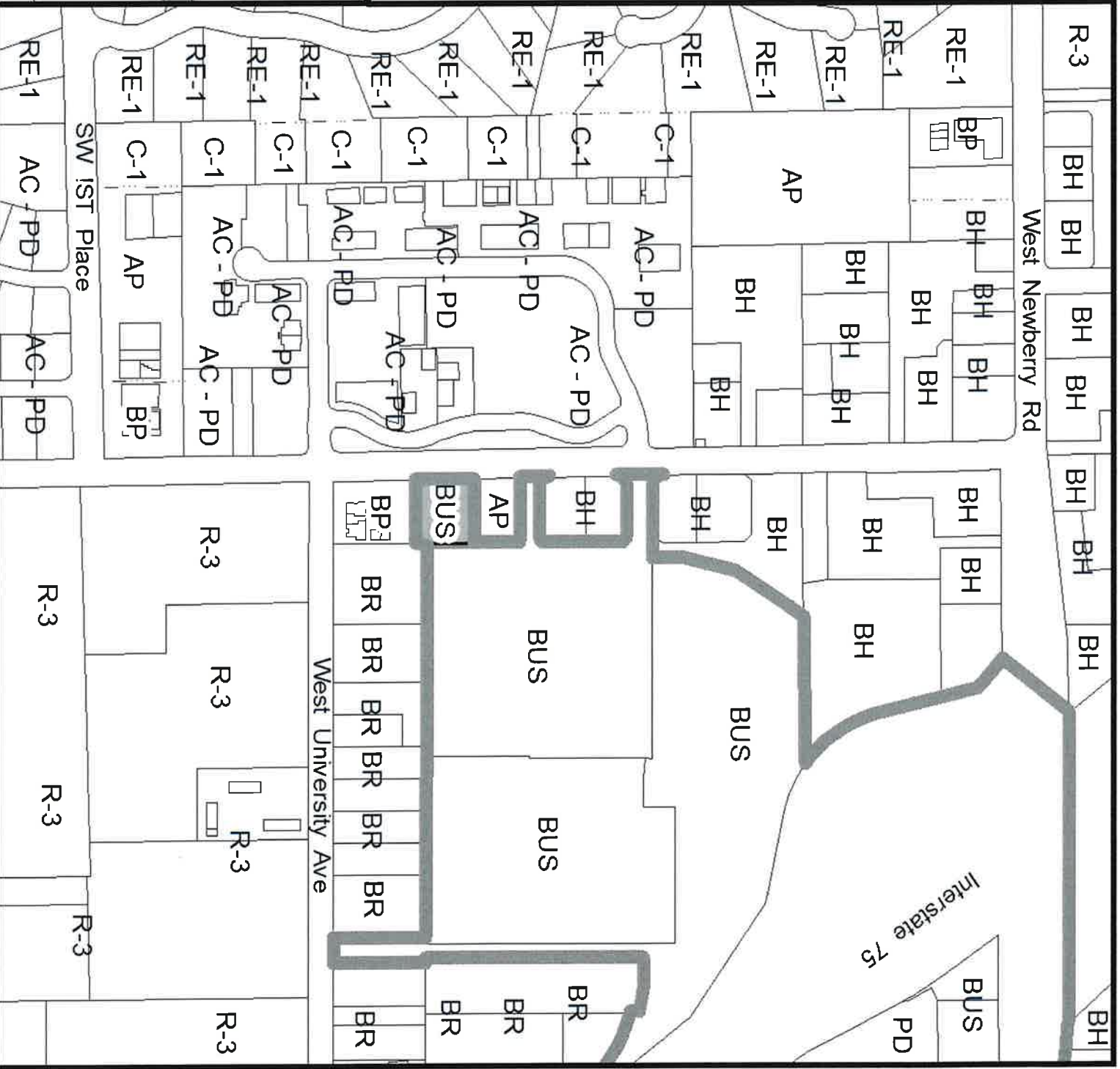
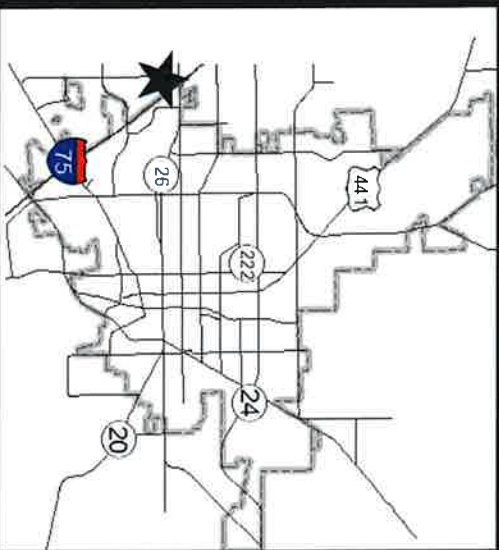
- BUS General Business
- PD Planned Development

Alachua County Zoning Districts

- RE-1 Single family, Low Density
- R-3 Multiple family, High Density
- C-1 Conservation
- AP Administrative/Professional Business and Professional Business, Retail
- BP Business, Retail
- BR Business, Retail
- AC-PD Planned Development



--- Division line between two zoning districts
 - - - City Limits



Petition PB-18-131 ZON Flood Hazard Map



Area under petition consideration



Flood Zone A - Annual 1% chance of 100-year flood

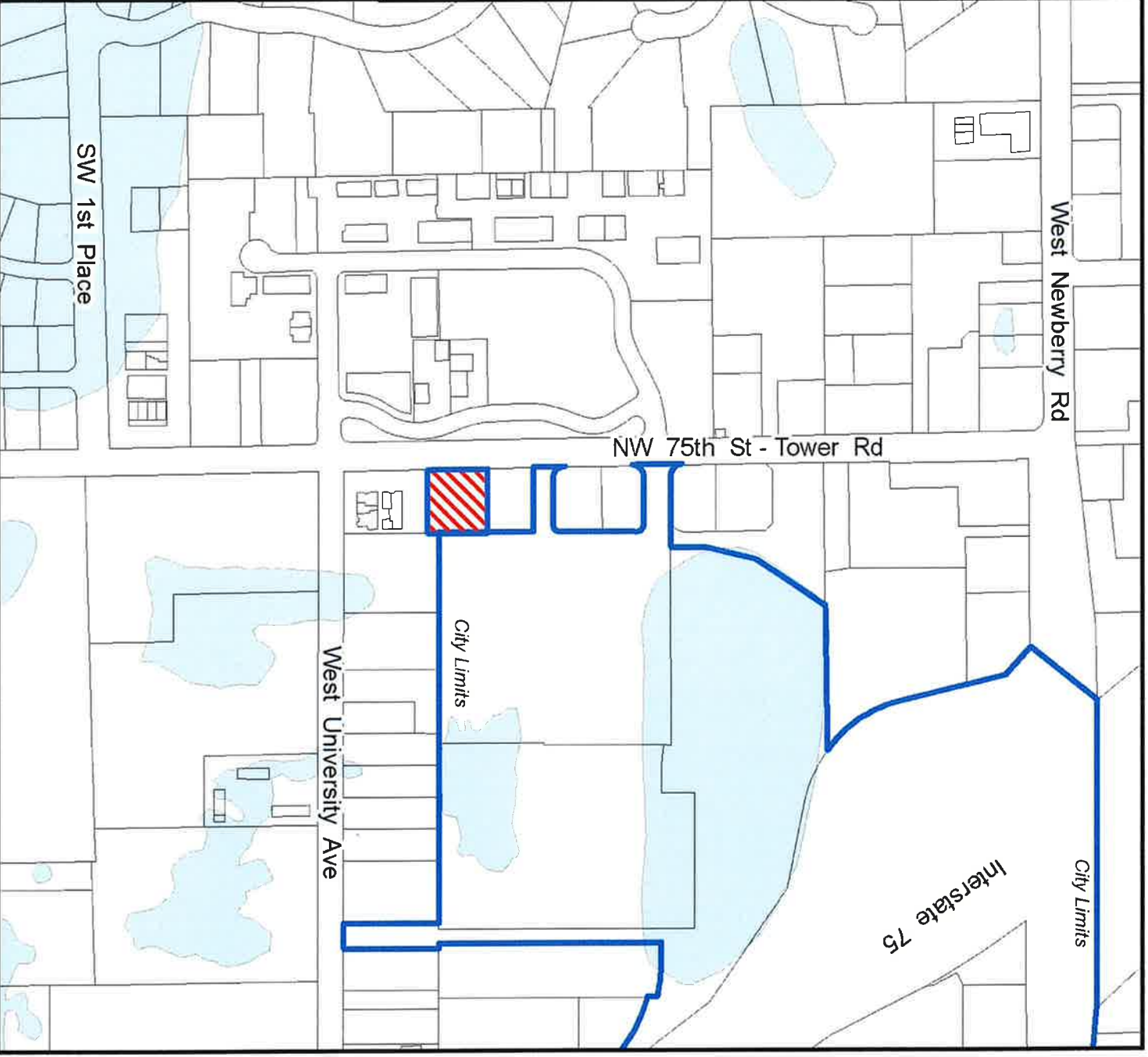
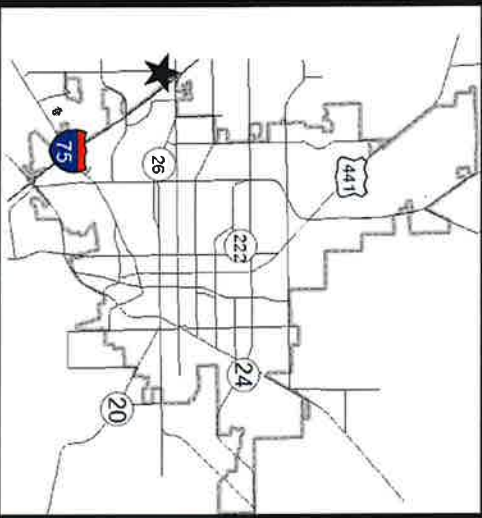


Flood Zone X - Low Risk



Source: City of Gainesville
Planning and Development Services

--- Division line between two zoning districts
— City Limits



180467A

**Petition
PB-18-131 ZON
Traffic Mobility
Program Area**



Area under petition consideration



TMPA map area "B"

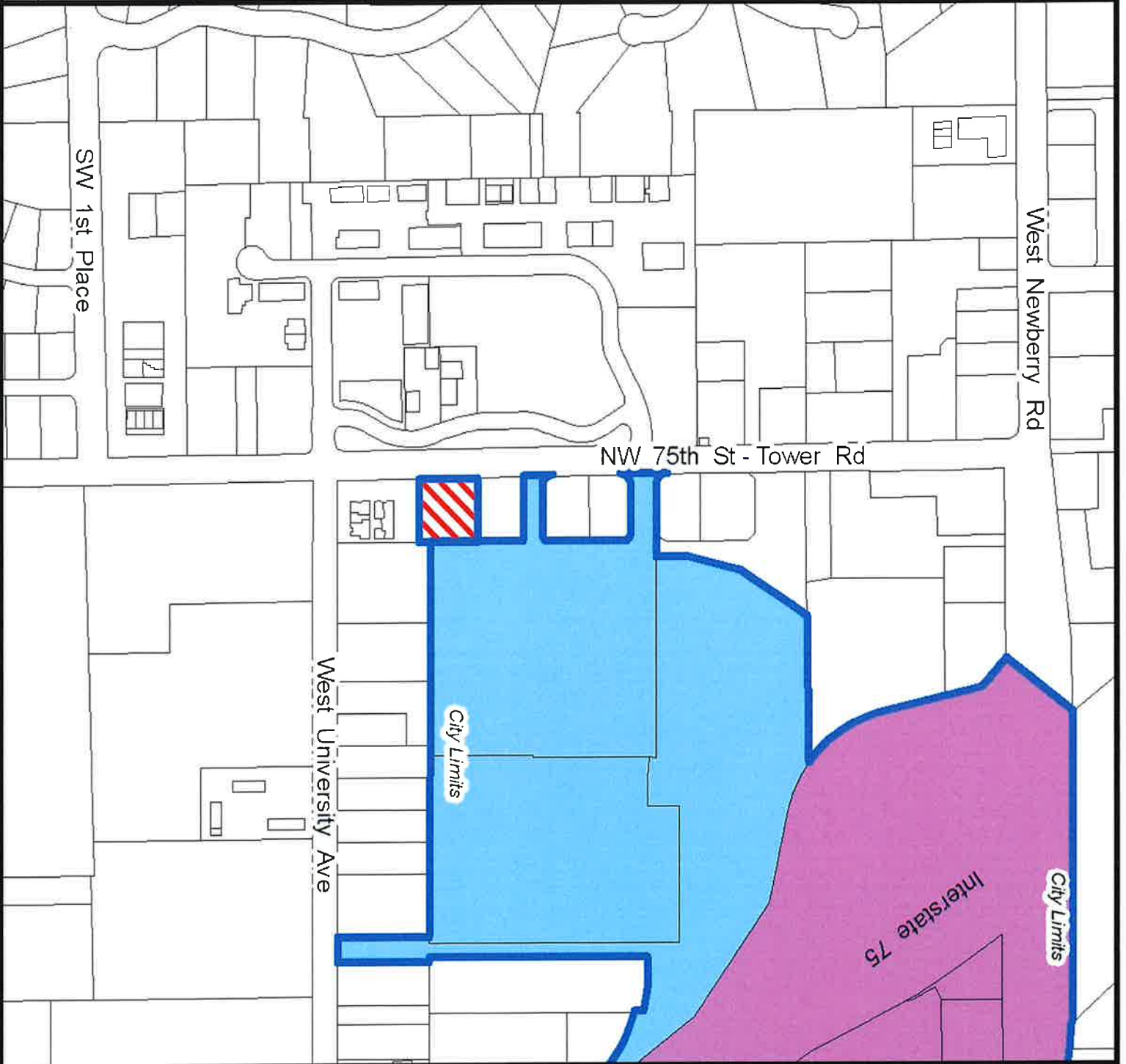


TMPA map area "D"



Source: City of Gainesville
Planning and Development Services

--- Division line between two zoning districts
— City Limits





engineers • surveyors • planners, inc.

Land Use Change & Rezoning Justification Report

The Emory Group

Prepared for Submittal to:

City of Gainesville

Prepared by:

eda engineers-surveyors-planners, inc.

September 6, 2018



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Project Background

This application proposes a Small-Scale Comprehensive Plan Amendment (land use change) and rezoning for a presently developed 0.875 +/- acre property located at 209 NW 75th Street. The property is located in the urbanized section of southwest Gainesville and is served by centralized utilities that are suitable to accommodate urban development.

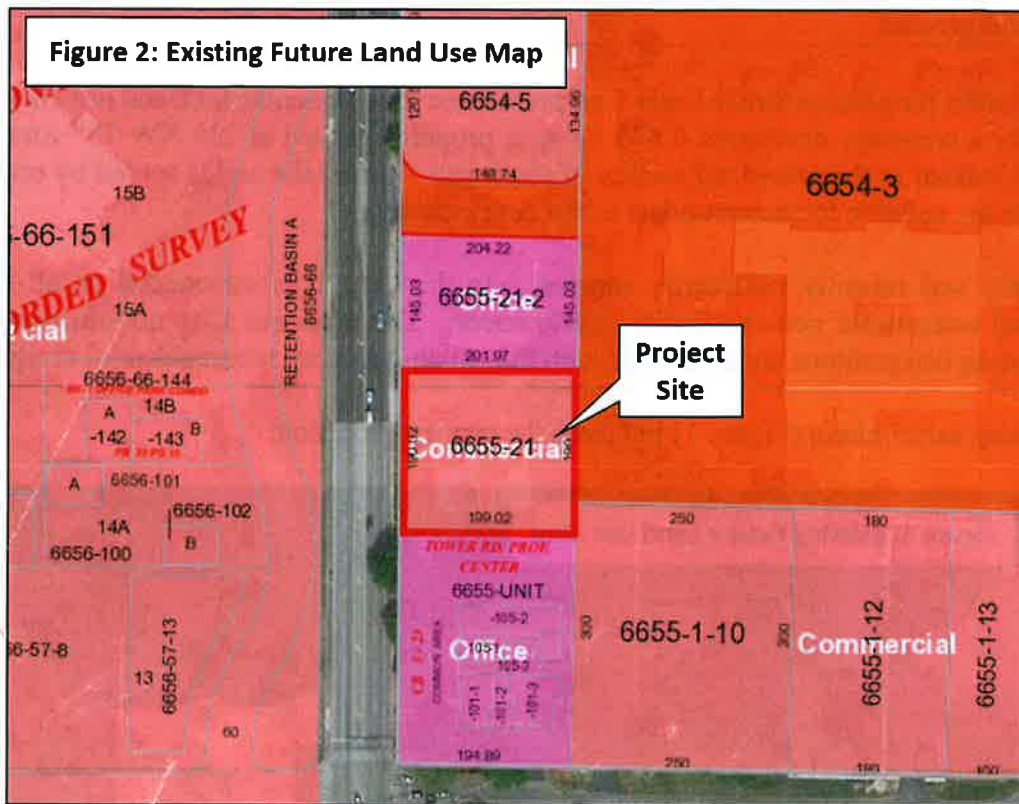
The property was recently voluntarily annexed into the City. It is surrounded on all sides by existing and compatible non-residential development. The proposed City non-residential land use and zoning designations are consistent with the existing County non-residential designations.

The following aerial photo (Figure 1) indicates the property location:

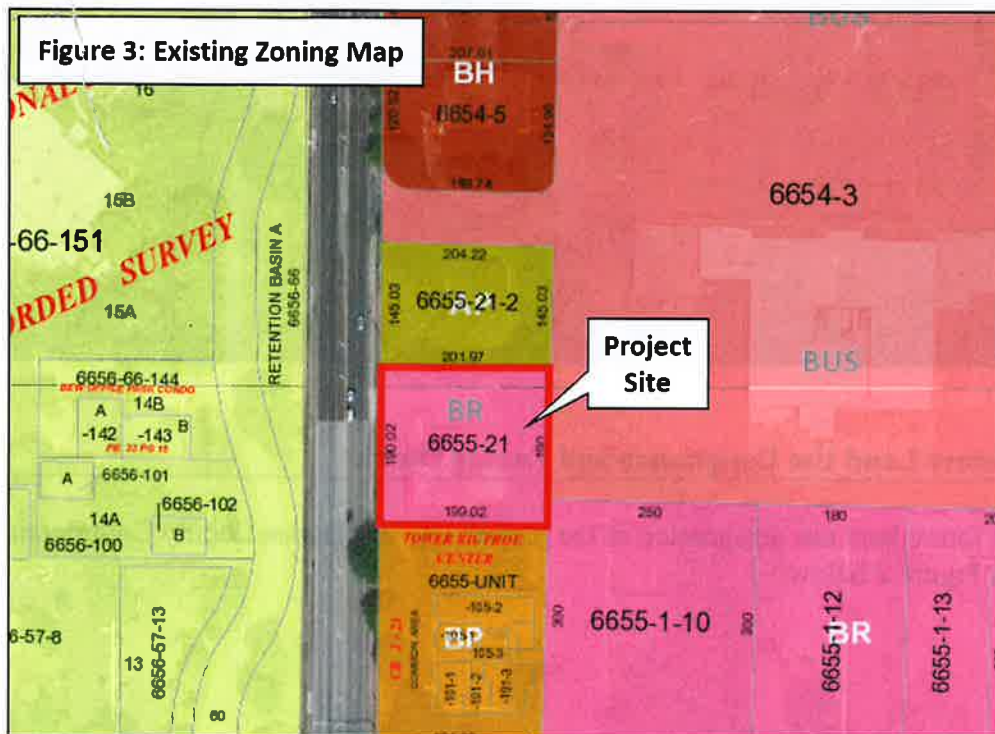


Existing Future Land Use Designation and Zoning District

The current future land use designation of the project site is Alachua County Commercial as indicated in Figure 2 below:



The existing non-residential zoning designation on the property is Alachua County Business Retail (BR). The current zoning is illustrated on Figure 3 below:

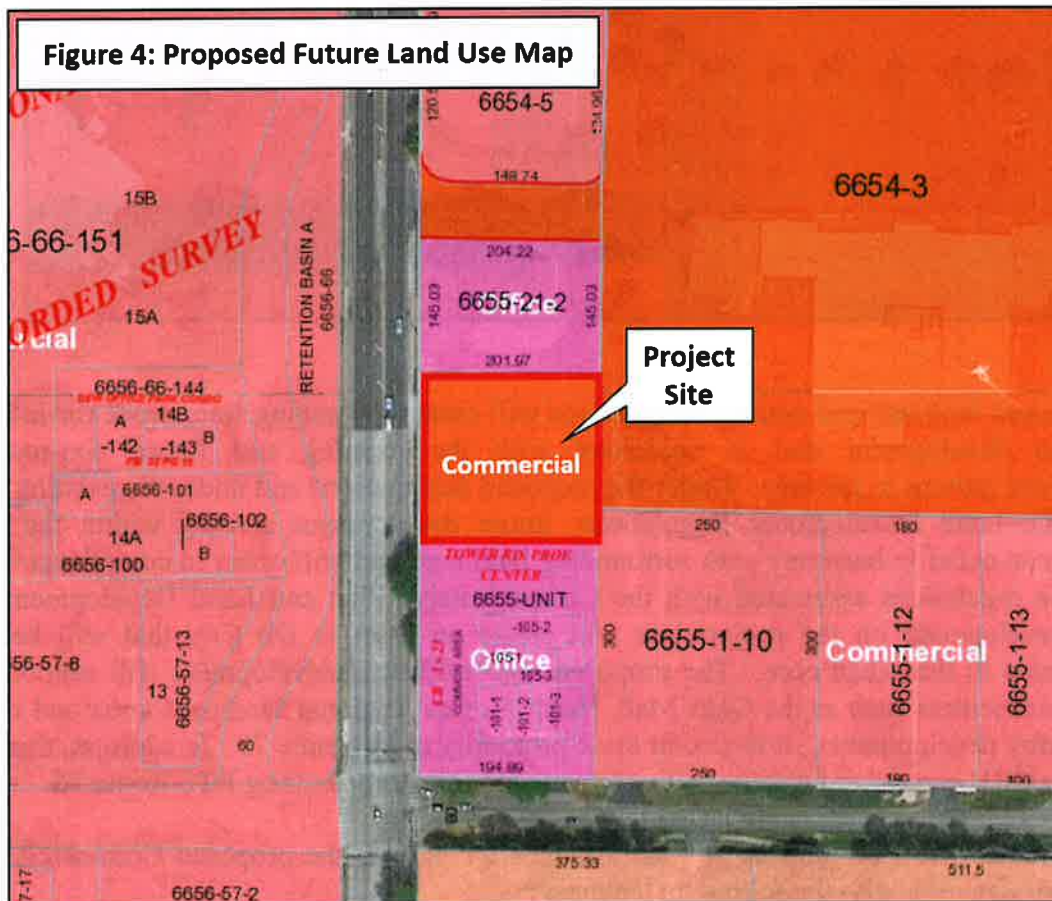


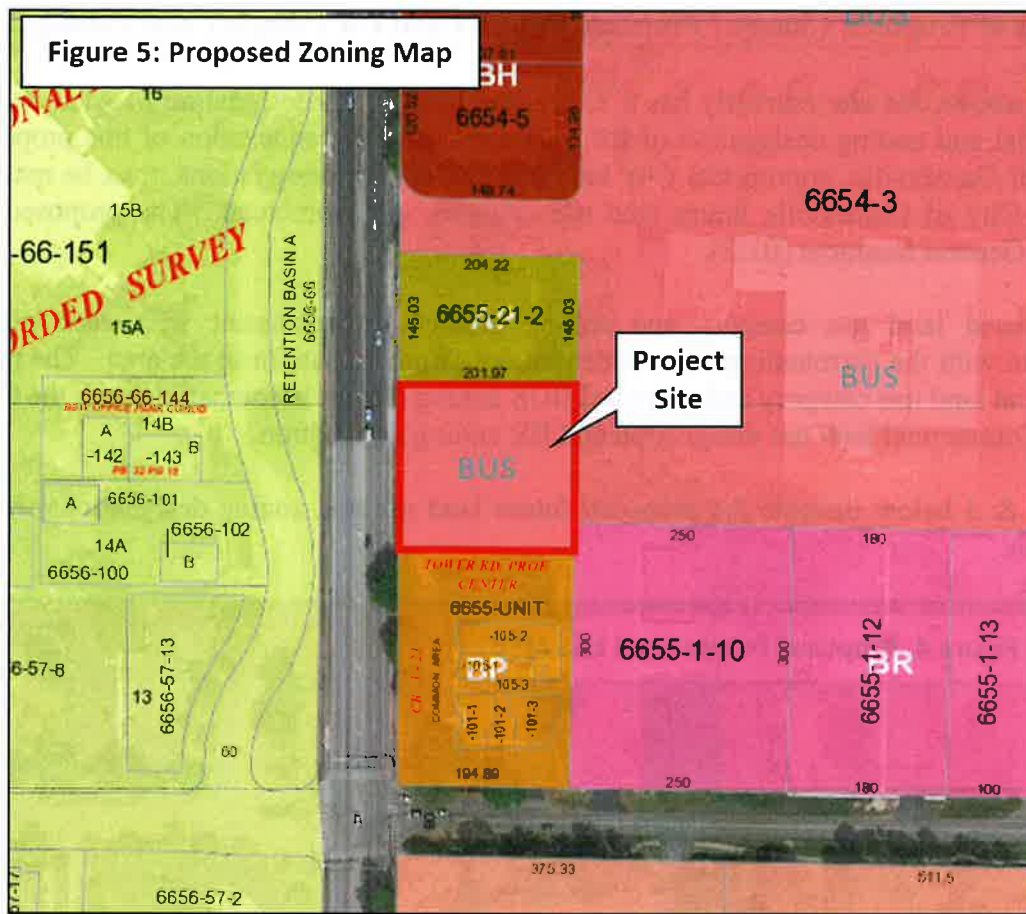
Statement of Proposed Change / Proposed Future Land Use Category and Zoning District

As stated above, the site currently has a future land use (FLU) designation of Alachua County Commercial and zoning designation of BR. As a result of the annexation of this property into the City of Gainesville, appropriate City land use and zoning designations must be made. The proposed City of Gainesville future land use category is Commercial. The proposed zoning district is General Business (BUS).

The proposed land use category and zoning district are consistent with each other and appropriate with the surrounding non-residential development pattern in the area. The proposed Commercial land use category and proposed BUS zoning district is compatible with the County's existing Commercial land use designation and BR zoning designation.

Figures 4 & 5 below indicate the proposed future land use and zoning designations within the project site:





The proposed land use and zoning designations will create a planning framework for infill non-residential development that is consistent with the existing and future non-residential development pattern in the area. Under the proposed designations and under the existing City of Gainesville Land Development Regulations, future development activity within the subject property can occur in harmony with surrounding land uses and will occur in compliance with all applicable regulations associated with the Comprehensive Plan and Land Development Code. Future development on the project site will create an asset to the City that will help spur development in the urban core. The proposed non-residential development will support major commercial centers such as the Oaks Mall, North Florida Regional Medical Center and multiple other nearby developments. It is also in close proximity to Interstate 75. In addition, this area is served by GRU centralized utilities with adequate capacity and abutting RTS Route 76.

City of Gainesville Comprehensive Plan Policy 4.1.1 defines the proposed Commercial future land use designation with the following language:

Commercial

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial 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.

The City of Gainesville Land Development Code Sec. 30-4.19 establishes the permitted uses in the General Business (BUS) zoning district as indicated below:

Permitted Uses

Table V - 7: Permitted Uses in Mixed-Use and Nonresidential Districts.

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
RESIDENTIAL													
Single-family house		P	-	P	P	-	-	-	-	-	P	-	-
Attached dwellings		P	P	P	P	-	-	-	-	-	-	-	-
Multi-family dwellings		P	P	P	P	S	-	-	-	-	P	-	-
Accessory dwelling units	30-5.33	A	A	A	A	-	-	-	-	-	P	-	-
Adult day care homes	30-5.2	P	P	P	P	P	P	-	-	P	-	-	-
Community residential homes (up to 6 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (more than 14 residents)	30-5.6	-	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (7 to 14 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-
Dormitory, large	30-5.8	-	-	-	S	-	-	-	-	-	-	-	-
Dormitory, small	30-5.8	S	S	S	P	-	S	-	-	-	-	-	-
Family child care homes	30-5.10	P	-	P	P	-	-	-	-	-	P	-	-
NONRESIDENTIAL													
Alcoholic beverage establishments	30-5.3	S	S	-	-	-	P	-	P	P	-	P	P
Assisted living facility		P	P	-	P	-	-	-	-	-	P	-	-
Armor systems manufacturing and assembly	30-5.16	P	-	-	-	-	-	-	-	-	-	-	-
Bed and breakfast establishments	30-5.4	P	P	S	S	-	P	-	P	-	-	-	-
Business services		P	P	-	P	P	P	P	P	P	P	P	P
Car wash facilities	30-5.5	S	S	-	-	-	P	P	S	P	P	P	P
Civic, social & fraternal organizations		P	P	-	-	-	P	P	P	P	-	-	-
Daycare center	30-5.7	P	P	P	P	P	P	-	-	P	P	-	-
Drive-through facility	30-5.9	P	P	-	-	-	P	P	P	P	P	P	P

Emergency shelters		P	P	P	P	P	P	P	P	P	P	P	P
Equipment sales, rental and leasing, heavy		-	-	-	-	-	-	-	-	-	-	P	P
Equipment sales, rental and leasing, light		-	P	P	P	-	P	P	-	P	P	P	P
Food distribution center for the needy	30-5.12	-	-	-	-	-	S	-	S	S	-	-	-
Food truck	30-5.35	P	P	A	A	P	P	P	P	P	P	P	P
Fuel dealers		S	S	-	-	-	S	P	-	-	-	P	P
Funeral homes and crematories		P	P	P	P	-	P	P	-	-	-	-	-
Gasoline/alternative fuel stations	30-5.13	S	S	-	-	-	P	P	P	S	P	S	S
Go-cart raceway and rentals (indoor and outdoor)		-	-	-	-	-	-	-	-	-	-	S	S
Health services		P	P	P	P	P	-	-	-	-	P	-	-
Hotels and motels		S	S	-	-	S	P	-	P	P	S	-	-
Ice manufacturing/vending machines	30-5.38	-	-	-	-	-	S	S	S	A	A	A	A
Industrial	30-5.14	-	-	-	-	-	-	-	-	-	-	P	P
Job training and vocational rehabilitation services		-	P	-	-	-	P	-	-	P	P	P	-
Junkyard/Salvage Yard	30-5.15	-	-	-	-	-	-	-	-	-	-	S	P
Laboratories, medical and dental		P	P	P	P	P	P	-	-	P	P	P	P
Large-scale retail		-	P	-	-	-	P	P	P	P	-	-	-
Libraries		-	P	-	-	P	-	-	-	-	P	-	-
Light assembly, fabrication, and processing	30-5.16	P	P	-	S	S	S	P	-	P	P	P	P
Liquor stores		P	P	-	-	-	P	P	P	-	P	-	-
Medical marijuana dispensing facility		P	P	A ¹	A ¹	S	P	P	P	P	P	S	S
Microbrewery Microwinery Microdistillery ^a	30-5.17	S	P	-	-	-	P	-	P	P	P	P	P
Mini-warehouses, self-storage		-	-	-	-	-	-	-	-	P	P	P	P
Museums and art galleries		P	P	P	P	P	P	-	P	P	P	-	-
Offices		P	P	P	P	P	P	P	P	P	P	P	P
Offices, medical and dental		P	P	P	P	P	P	-	P	-	P	-	-
Outdoor storage, principal use	30-5.19	-	-	-	-	-	-	-	-	S	P	P	P

Parking, surface (as a principal use)	30-5.20	-	S	-	-	-	S	P	-	P	P	-	-
Passenger transit or rail stations		S	S	-	-	P	P	P	P	P	P	P	-
Personal services		P	P	P	P	P	P	P	P	P	P	P	P
Places of religious assembly	30-5.21	P	P	P	P	P	P	P	P	P	P	-	-
Public administration buildings		P	P	P	P	P	P	P	P	P	P	P	-
Public maintenance and storage facilities		-	-	-	-	-	-	-	-	P	P	P	P
Public parks		S	S	S	S	P	P	P	P	P	P	P	P
Recreation, indoor		P	P	P	P	P	P	P	P	P	P	P	P
Recreation, outdoor		-	-	-	-	-	S	P	P	S	-	P	P
Recycling centers		-	S	-	-	-	S	-	-	-	S	S	P
Rehabilitation centers	30-5.24	S	S	S	S	-	S	-	-	S	-	S	
Research, development and testing facilities		-	-	-	-	P	P	-	-	P	P	P	P
Residences for destitute people	30-5.22	S	S	S	S	-	S	-	S	-	-	-	-
Restaurants		P	P	-	S	P	P	P	P	P	P	P	P
Retail nurseries, lawn and garden supply stores		P	P	-	-	-	P	P	-	P	P	P	-
Retail sales (not elsewhere classified)		P	P	-	-	S	P	P	P	P	P	S	S
Schools, elementary, middle & high (public & private)		P	P	S	S	-	P	-	-	-	P	-	-
Schools, professional		P	P	P	P	P	P	P	-	P	P	P	P
Schools, vocational and trade		-	P	P	P	-	P	P	-	P	P	P	P
Scooter or electric golf cart sales		P	P	-	-	-	P	P	-	P	-	P	-
Sexually-oriented cabarets	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented motion picture theaters	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented retail store	30-5.23	-	-	-	-	-	P	-	P	-	-	-	P
Skilled nursing facility		P	P	-	P	P	P	-	-	-	P	-	-
Social service facility	30-5.25	S	S	S	S	-	-	-	-	-	P	S	S
Solar generation station	30-5.27	-	-	-	-	-	-	-	-	P	-	P	P
Truck or bus terminal/maintenance facilities		-	-	-	-	-	-	P	P	P	P	P	P
Vehicle repair	30-5.28	-	-	-	-	-	-	P	P	P	-	P	P
Vehicle rental		-	-	-	-	-	P	P	P	P	P	P	-

Vehicle sales (no outdoor display)		-	-	-	-	-	P	P	P	P	-	P	-
Vehicle sales (with outdoor display)		-	-	-	-	-	-	P	-	P	-	P	P
Vehicle services	30-5.28	S	S	-	-	-	P	P	P	P	S	P	P
Veterinary services	30-5.29	P	P	P	P	P	P	P	P	P	P	P	P
Warehouse/distribution facilities (<100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Warehouse/distribution facilities (>100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Waste management facilities		-	-	-	-	-	-	-	-	S	-	P	P
Wholesale trade		-	-	-	-	-	-	S	-	P	P	P	P
Wireless communication facilities	30-5.30												

Legend: P=Permitted by right; S=Special Use Permit; A=Accessory; Blank=Use not allowed

Dimensional standards

Table V - 8: Mixed-Use and Nonresidential Districts Dimensional Standards.

	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	W	BI	I-1	I-2
DENSITY/INTENSITY												
Residential density (units/acre)												
Min ¹	8	12	None	None	10	None	None	None	8	None	None	None
Max	30	30	20	20	30	None	None	None	30	None	None	None
Nonresidential building coverage	60%	75%	40%	50%	50%	None	None	None	None	None	None	None
Nonresidential GLA (max)	100,000 ²	None ²	None	None	None	None	None	None	None	None	None	None
LOT STANDARDS												
Min lot area (sq. ft.)	None	None	6,000	6,000	None	None	None	6,000	None	None	None	None
Min lot width (ft.)	None	None	60	60	None	None	None	60	None	None	None	None
Min lot depth (ft.)	None	None	90	90	None	None	None	90	None	None	None	None
SETBACKS (ft.)												
Front	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	15 min	10 min 100 max	25 min	25 min	25 min	25 min
Side-street (min)	15	15	10	10	10	10	15	10	25	20	25	25
Side-interior (min)	10	10	10	10	10	10	10	10	10 ⁴	10	10 ⁴	20 ⁴
Rear (min)	10	10	10	10	10	10	15	10	10 ⁴	20	10 ⁴	10 ⁴
MAXIMUM BUILDING HEIGHT (stories)												
By right	5	5	3	3	5	5	5	5	5	5	5	5
With building height bonus	8	8	-	-	8	8	-	8	-	-	-	-

This property is an appropriate area for the placement of BUS zoning as it will allow for future non-residential development at a development type and density that is consistent and compatible with the existing and future non-residential development pattern in the area.

Further, proposed non-residential development will support major commercial centers such as the Oaks Mall, North Florida Regional Medical Center and multiple other nearby developments. It is also in close proximity to Interstate 75. In addition, this area is served by GRU centralized utilities with adequate capacity and abutting RTS Route 76.

Responses to Application Questions

A. Surrounding/Adjacent Land Uses

The project area lies within an area that contains a mix of non-residential uses, including retail, office and related uses.

North: Veterinary Office (unincorporated Alachua County)

East: Shopping Center

South: Office/Medical Office (unincorporated Alachua County)

West: To the west of Tower Road (NW 75th Street) is the Tower Hill office complex (unincorporated Alachua County)

Figure 6: Surrounding Property Uses, Future Land Use and Zoning Designations

Direction	FLU Designation	Zoning	Existing Use
North	Office	AP	Veterinary Office
South	Office	BP	Office / Medical Office
East	Commercial	R-2A	Shopping Center
West	Commercial	PD	Office

Upon analyzing these existing land use pattern, the proposed land use and zoning change will not negatively affect the nature of the existing development pattern in the area. The existing development pattern and land use & zoning mapping in the area is non-residential. The proposed land use and zoning changes will place the property into the Commercial land use and BUS zoning district, which are compatible with the aforementioned existing and future development patterns.

The land use and zoning change allows for compatible infill non-residential development in the urban services area in close proximity to service, employment, and related activities as supported

in Comprehensive Plan Policy 4.1.1. The Commercial FLU and BUS zoning district will allow for complementary non-residential uses that will properly integrate into the surrounding area.

B. Development Impacts

a. Impact to Residential Streets

The proposed land use and zoning amendments will not create any additional impacts on any residential streets. The property fronts on NW 75th Street (an arterial roadway). No residential streets are located in the immediate area.

b. Impact on Noise and Lighting

Not applicable. The development shall comply with applicable City regulations for lighting and noise and no residential development is located in the immediate area.

C. Environmental Resources

The property is an existing developed site and there are no known environmental features on the site.

D. Historic Resources

The property does not contain any known existing historic structures or registered archaeological sites.

E. Development Pattern and Community Contribution

The subject property is located within the urban service area of Gainesville with transportation, and utility infrastructure to support non-residential use of the land. The property is surrounded on all sides by existing development. Thus, the development pattern would be considered urban infill. The site is also served by a transit route (76). The proposed land use and zoning for the subject property will support nearby commercial and employment center developments (Oaks Mall, NFRMC and other smaller developments).

F. Long-Term Economic Benefits

The proposed land use and zoning change applications will provide a long-term benefit to the City of Gainesville. Future development on the site will support overall economic prosperity and economic development opportunities in western Gainesville. Redevelopment on the site will add to the City's tax base and promote construction jobs during the development phase.

G. Level of Service Analysis

The following level of service analysis calculates the impacts of the proposed maximum development scenarios for permitted uses under the existing and proposed future land use and zoning categories.

a. Land Use & Zoning Development Scenarios (Existing and Proposed)

The proposed change in future land use and zoning will change approximately 0.875 acres of land from the current future land use designation of Alachua County Commercial and BR zoning to City Commercial and BUS zoning. Both the County and City zoning designations do not prescribe a maximum floor area ratio or similar building square footage maximums. As such, the proposed land use and zoning change should not result in any increase in maximum development scenarios.

b. Transportation

The property will be placed within the City’s Transportation Mobility Program Area (TMPA) as part of the land use amendment process. Development within the TMPA is required to meet applicable Level of Service standards within the Comprehensive Plan Transportation Mobility Element. The trip generation for both the existing and proposed land use and zoning change (based on the amount of existing building square footage on the existing developed site) is presented below:

Trip Generation (Existing and Proposed FLU & Zoning)

The table below indicates the estimated trip generation for the existing 5,130 square foot building:

Traffic Demand – Shopping Center (ITE 820) 5,130 Square Feet (Existing Building)						
Category	Rate (per ksf)	Trips	Directional Distribution In		Directional Distribution Out	
PM Peak	4.21	22	0.50	11	0.50	11
Average Daily Trips	37.75	194	0.50	97	0.50	97

*ITE, 10th Edition

Trip Generation (Net Change between Existing & Proposed FLU/Zoning)

As indicated in the narrative and table above, the existing and proposed land use and zoning designations are equivalent in development potential and in addition, the site is developed. As such, there will be no net change in traffic demand on the subject property.

Based upon the analysis above, the net impacts associated with the proposed land use and zoning amendments will not adversely increase impacts to local public transportation facilities and should provide a development pattern to serve the non-residential and economic development needs of the area.

c. Potable Water & Sanitary Sewer

The project area is currently served or is available to be served by both potable water and sanitary sewer (wastewater) by Gainesville Regional Utilities (GRU) from the west along NW 75th Street.

d. Solid Waste

The proposed change in future land use and zoning will not cause the City's solid waste system to operate below the adopted LOS. Solid waste will not exceed Gainesville's established Level of Service Standards. There is adequate capacity to meet the required demand from any proposed development.

e. Recreation

The proposed land use and zoning on the property allows only non-residential development and therefore, there will be no impacts to the adopted recreation level of service.

f. Mass Transit

Transit services are currently in place to serve the site. The property has access to Regional Transit System (RTS) route 76 along NW 75th Street.

g. Public Schools

The proposed land use and zoning on the property allows only non-residential development and therefore, there will be no impacts to the public school system.

H. Site Accessibility

Vehicular Accessibility

The project area is located within the urbanized portion of the City of Gainesville and has direct access to NW 75th Street to the west. This roadway currently functions with capacity to accommodate use of the land as non-residential use as a result of the proposed land use & zoning change. In addition, any future redevelopment within the project site will provide opportunities for interconnectivity between internal land uses to the east as well.

Multi-Modal Accessibility

The project site is currently served by Regional Transit Service (RTS) bus route 76. This existing mass-transit network will allow for alternate commute options for residents within the project area to local employment centers within the urban core.

Comprehensive Plan Consistency

The proposed Commercial land use and BUS zoning designations are consistent with the City's Comprehensive Plan. The following objectives and policies are the applicable to the proposed designations:

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.

Consistency: The proposed change to future land use and zoning maps will allow for a range non-residential uses in the urbanized portion of Gainesville in close proximity to other existing offices, retail uses and workplaces.

Objective 4.1

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

Consistency: The proposed Commercial and BUS land use and zoning designations for the subject property will directly contribute to the City by providing area appropriate for infill development that utilizes existing infrastructure within close proximity to commercial and employment activities.

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

Commercial

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses. 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.

Consistency: The proposed land use designation will create a planning framework for non-residential development / redevelopment that is consistent with the existing and future non-residential development pattern in the area that will provide for additional commercial services and employment within the urbanized portion of Gainesville. Under the proposed designations and under the existing City of Gainesville Land Development Regulations, future development activity within the subject property can occur in harmony with surrounding non-residential land uses and will occur in compliance with all applicable regulations associated with the Comprehensive Plan and Land Development Code.

This project area is an appropriate area for the placement of commercial land uses as it will allow for future residential development at a development type and density that is consistent with the existing and future non-residential development pattern in the area.

Future development on the project site will create an asset to the City that will help spur development in the urban core of Gainesville in close proximity to appropriate road and utility infrastructure, mass transit and employment centers.

Policy 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;

Consistency: The proposed land use and zoning change is consistent with the City Comprehensive Plan, as demonstrated in the analysis of consistency is included in this section of the report.

2. Compatibility and surrounding land uses;

The project site is presently developed and the existing and proposed land use and zoning designations are non-residential in nature. In addition, development in all directions is non-residential in nature.

Upon analyzing these existing land use pattern, the proposed land use and zoning change will not negatively affect the nature of the existing development pattern in the area. The existing development pattern and land use & zoning mapping in the area is predominantly non-residential. The proposed land use and zoning changes will place the property into appropriate City non-residential designations, which are compatible with the aforementioned existing and future development patterns.

The land use and zoning change allows for compatible infill non-residential development in the urban services area in close proximity to service and employment activities as supported in Comprehensive Plan Policy 4.1.1. If redevelopment occurs within the project area, any non-residential development would be required to provide the appropriate setbacks and buffering between adjacent uses to further ensure compatibility.

3. Environmental impacts and constraints;

Consistency: The site is presently developed and no environmental resources are known to be located on the project site.

4. Support for urban infill and/or redevelopment;

Consistency: The subject property is within the urbanized portion of the City of Gainesville. Urban land uses, centralized utilities, and public roadways are located adjacent to the project area. Due to its location and proximity to necessary public facilities, the property is suitable for

urban infill development. Such development activity will support the existing commercial and employment centers located in the area.

5. *Impacts on affordable housing;*

Consistency: The proposed land use and zoning change includes non-residential land use and zoning designations which do not permit residential development and therefore will not have an impact of affordable housing in the area.

6. *Impacts on the transportation system;*

Consistency: Any future development on-site shall require development plan review by the City and at that time, a detailed more detailed traffic analysis would occur and must demonstrate compliance with the applicable transportation mobility regulations at that time. Regarding existing roadway capacity in the immediate area, the proposed land use and zoning changes should not negatively affect the local transportation system.

7. *An analysis of the availability of facilities and services;*

Consistency: The project site is located in the urbanized portion of Gainesville and is accessed by existing public facilities and roadways that have adequate capacity to serve future development on-site. The proposed land use/zoning designations will create a land use pattern that will ensure that public facilities are properly utilized. Please refer to the section within this report titled; 'Level of Service Standards' for additional details.

8. *Need for the additional acreage in the proposed future land use category;*

Consistency: The proposed change in future land use (& zoning) is from County to City non-residential designations and therefore, no additional acreage for a changing designation is proposed.

9. *Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6)(a)9., F.S.;*

Consistency: A review of Sec. 163.3177(6)(a)9, F.S., is included below

163.3177 Required and optional elements of comprehensive plan; studies and surveys.

(6) *In addition to the requirements of subsections (1)-(5), the comprehensive plan shall include the following elements:*

(a) *A future land use plan element designating proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public facilities, and other categories of the public and private uses of land. The approximate acreage and the general range of density or intensity of use shall be provided for the gross land area included in each existing land use category.*

The element shall establish the long-term end toward which land use programs and activities are ultimately directed.

9. *The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.*

a. *The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan or plan amendment:*

(I) *Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.*

Consistency: The proposed changes on the future land use and zoning map does not promote urban sprawl. The project area is located in the urban services area with existing development located in each direction when examining the existing land use patterns in the immediate area. The use of this land as non-residential is considered infill in nature and will allow for non-residential uses within close proximity to service and employment areas.

(II) *Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.*

Consistency: The proposed change to future land use and zoning maps does not promote urban development to occur in rural areas. The project area is located in the urban services area and has had urban land use and zoning densities since at least 1990. The project site is located within the urbanized area of Gainesville with adequate public facilities available to serve the site, including water, sewer, roadway facilities, etc.

(III) *Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.*

Consistency: The proposed change of future land use and zoning maps does not promote radial, strip isolated or ribbon patterns. Any future redevelopment will be non-residential in nature and will constitute infill-type development, when considering the existing development patterns in the immediate area.

(IV) *Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.*

Consistency: Any future development will be required to protect natural resources according to the stringent environmental protection standards found in the City of Gainesville Land

Development Code, including LDC Chapter 30, Article VIII, Division 3 (Environmental Overlays) and Division 4 (Regulated Natural and Archaeological Resources).

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Consistency: The project site is not currently utilized for agricultural purposes. In addition, the proposed land use and zoning changes are not abutting any active or passive agricultural activities and therefore, will not result in any negative impacts on agricultural uses on the property or in the area.

(VI) Fails to maximize use of existing public facilities and services.

Consistency: The project area is in an area surrounded by uses served by existing public facilities and services. Any future development on the project site will connect to all required centralized services, including potable water, sanitary sewer, roadways, mass transit, etc. In addition, each of these public facilities are available to serve the site at an adequate level of service to accommodate future demands.

(VII) Fails to maximize use of future public facilities and services.

Consistency: The project area is in an area served by existing public facilities and services and these services are available to serve any future development.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Consistency: The proposed change to the future land use and zoning maps to Commercial and BUS will allow for a land use pattern that will not disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government. The project site is located in the urbanized portion of Gainesville and is accessed by existing public facilities and roadways that have adequate capacity to serve future redevelopment on-site. The proposed land use/zoning designations will create a land use pattern that will ensure that public facilities are properly utilized.

(IX) Fails to provide a clear separation between rural and urban uses.

Consistency: There is a clear separation between rural and urban uses in the project area. No agricultural uses are currently occurring in or abutting the project area. The County and City have identified this area for urban development per both adopted Comprehensive Plans. Further, the existing and proposed land use/zoning designations for the project site call for urban development in an urbanized portion of the county, which do not promote agricultural uses.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Consistency: The proposed land use and zoning change does not discourage or inhibit infill development or redevelopment. In fact, the development or redevelopment of this property as residential will be infill in nature, based on the existing land development pattern in the immediate region.

(XI) Fails to encourage a functional mix of uses.

Consistency: The proposed land use and zoning change will support the functional mix of uses that exist in the area. Any future non-residential development on the project site will help spur infill development in the urban core of Gainesville in close proximity to public roadways, mass transit, infrastructure and employment centers.

(XII) Results in poor accessibility among linked or related land uses.

Consistency: The proposed land use and zoning change will not result in poor accessibility among linked or related land uses. Any future redevelopment will include interconnectivity within the site with NW 75th Street and potentially to the existing shopping center to the east.

(XIII) Results in the loss of significant amounts of functional open space.

Consistency: The proposed land use and zoning will not result in a loss of functional open space. The land is privately owned, is presently developed and is not open to the public and therefore, not functional open space. In addition, any future redevelopment shall comply with the open space criteria found in the City Land Development Code and therefore, the project site will provide additional functional open space above what is currently provided.

b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

Consistency: Any future redevelopment will be required to protect any natural resources according to the stringent environmental protection standards found in the City of Gainesville Land Development Code, including LDC Chapter 30, Article VIII, Division 3 (Environmental Overlays) and Division 4 (Regulated Natural and Archaeological Resources).

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

Consistency: The project area is in an area surrounded by uses served by existing public facilities and services and therefore, can be served by these services in an efficient manner.

(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Consistency: The proposed land use and zoning changes allow for non-residential development that will promote compact development within the urban area on property that will provide interconnectivity through connections between the project site, adjacent undeveloped properties and NW 75th Street and utilization of existing mass transit services via RTS route 76.

(IV) Promotes conservation of water and energy.

Consistency: The project site is developed and is in an area surrounded by uses served by existing public facilities and services, thereby reducing sprawl and wasteful allocation of resources, including water use via wells and non-centralized systems and more costly energy service to remote areas. Any future redevelopment on the project site shall connect to centralized public facilities.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

Consistency: The proposed land use and zoning change does not affect any existing agricultural areas or activities. Agricultural uses are not presently conducted on the project site.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.

Consistency: The site is presently developed and does not presently provide any public open space or recreation area, and therefore will not have a negative impact on open space or natural lands.

(VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

Consistency: The proposed change to the future land use map to County to City commercial allows for the project area to be maintained and expanded with non-residential uses in Gainesville which will support major existing commercial sectors and employment Centers.

(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

Consistency: The project is located within the core of the urbanized portion of the City with existing public infrastructure available to accommodate urban development and will provide for non-residential development that is appropriate for the urbanized area in Gainesville.

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy; and

Consistency: The proposed land use and zoning change will allow for urban development in an area of the city designated for existing and future non-residential development. As previously stated, the project lies within the urban services area, which the Comprehensive Plan promotes for urban infill development. Any future development of this property with private capital investment will lead directly to job creation and an increased tax base for the City. Further, additional non-residential development will support existing and commercial and employment areas in proximity to the project area.

11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

Consistency: The subject property does not include any antiquated subdivisions as defined in Section 163.3164, F.S. Therefore, this provision does not apply.