

MEMORANDUM

Office of the City Attorney

Legistar No. 000515

Phone: 334-5011/Fax 334-2229
Box 46

TO: Mayor and City Commission

DATE: August 12, 2002
SECOND READING

FROM: City Attorney

SUBJECT: Ordinance No. 0-01-19; Petition No. 146CPA-00 PB
An ordinance of the City of Gainesville, Florida, amending the Transportation Mobility Element of the City of Gainesville 1991-2001 Comprehensive Plan; adding a goal and related objectives and policies to promote transportation choices, compact development, and a livable city; adding a goal and related objectives and policies to promote walking; adding a goal and related objectives and policies to promote an accessible and comfortable community transit system; adding a goal and related objectives and policies to promote bicycling; making minor amendments throughout; adding a goal and related objectives and policies to develop a trails network; adding goals and related objectives and policies to create livable streets that promote safety and quality of life and minimize single-occupant vehicle travel; adding a goal and related objectives and policies to promote accessibility to people with disabilities; making minor amendments throughout; providing directions to the city manager; stating intent to adopt the amended element as part of the City of Gainesville 2000-2010 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.

Recommendation: The City Commission adopt the proposed ordinance, as amended.

COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

On July 22, 2002 the City Commission reviewed revisions to the Transportation Mobility Element of the Comprehensive Plan and directed staff to schedule the adoption hearing for August 12, 2002.

The draft, updated Transportation Mobility Element was the subject of City Plan Board workshops on February 24 and April 27, 2000. In addition, staff has made presentations regarding this proposed element to the Citizens Advisory Committee of the Metropolitan Transportation Planning Organization on May 24, 2000, to the Bicycle/Pedestrian Advisory Board on June 27 and September 26, 2000, and at community workshops on May 23, 2000 at the Millhopper Public Library, June 1, 2000 at Northeast Recreation Center, June 21, 2000 at Westside Park, and July 12, 2000 at the T.B. McPherson Recreation Center. The City Plan


Board held a public hearing on the proposed updated Transportation Mobility Element on October 19, 2000 and recommended approval by a vote of 3:2. The City Commission held a public workshop on the Transportation Mobility Element on January 16, 2001.

The City Commission approved the ordinance adopting the updated Transportation Mobility Element on first reading on September 10, 2001. The updated element was transmitted on December 12, 2001 (following the December 10, 2001 hearing on the Conservation, Open Space and Groundwater Recharge Element) to the Florida Department of Community Affairs (DCA) for review. The DCA issued the requested Objections, Recommendations and Comments (ORC) report on February 22, 2002. The ORC report contained no objections and no comments from the Florida Department of Community Affairs. In its review of the updated Transportation Mobility Element, the North Central Florida Regional Planning Council recommended to DCA that the City and MTPO planning staffs work together to review the number and locations of existing and proposed activity centers to insure consistency with the principals and concepts contained in the MTPO's Livable Community Reinvestment Plan (the year 2020 transportation plan for the Gainesville metropolitan area, approved by the Metropolitan Transportation Planning Organization on December 14, 2000). The proposed updated Element is generally consistent with the Livable Communities Reinvestment Plan, but in response to the regional planning council's comment, City staff has met with MTPO and County staffs and with community leaders from other municipalities in Alachua County regarding the number and location of activity centers, and looks forward to also working with FDOT staff in developing recommendations.

CITY ATTORNEY MEMORANDUM

The State of Florida Department of Community Affairs issued a letter dated February 22, 2002, that offered no comments or objections to this element upon receipt of the letter, the City of Gainesville has 120 days in which to adopt, adopt with changes, or determine that the City will not adopt the proposed amendment. If the ordinance is adopted, the Plan amendment will not become effective until the State Department of Community Affairs issues a final order determining the adopted amendment to be in compliance in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act, or until the Administration Commission (Governor and Cabinet) issues a final order determining the adopted amendment to be in compliance.

Prepared by:


Walter Mathews, IV
Assistant City Attorney

Approved and
Submitted by:


Marion J. Radson,
City Attorney

ORDINANCE NO. 0-01-19

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An ordinance of the City of Gainesville, Florida, amending the Transportation Mobility Element of the City of Gainesville 1991-2001 Comprehensive Plan; adding a goal and related objectives and policies to promote transportation choices, compact development, and a livable city; adding a goal and related objectives and policies to promote walking; adding a goal and related objectives and policies to promote an accessible and comfortable community transit system; adding a goal and related objectives and policies to promote bicycling; making minor amendments throughout; adding a goal and related objectives and policies to develop a trails network; adding goals and related objectives and policies to create livable streets that promote safety and quality of life and minimize single-occupant vehicle travel; adding a goal and related objectives and policies to promote accessibility to people with disabilities; making minor amendments throughout; providing directions to the city manager; stating intent to adopt the amended element as part of the City of Gainesville 2000-2010 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.

WHEREAS, the City Plan Board authorized the publication of notice of a Public Hearing that the text of the City of Gainesville 1991-2001 Comprehensive Plan be amended; and

WHEREAS, notice was given and publication made as required by law and a Public Hearing was then held by the City Plan Board on October 19, 2000; and

WHEREAS, pursuant to law, an advertisement no less than two columns wide by 10 inches long was placed in a newspaper of general circulation notifying the public of this proposed ordinance and of the Public Hearing to be held at the transmittal stage, in the City Commission Auditorium, City Hall, City of Gainesville, at least 7 days after the day the first advertisement was published; and

WHEREAS, pursuant to law, after the public hearing at the transmittal stage the City of Gainesville transmitted copies of this proposed change to the State Land Planning

1 Agency; and

2 **WHEREAS**, a second advertisement no less than two columns wide by 10 inches
3 long was placed in the aforesaid newspaper notifying the public of the second Public
4 Hearing to be held at least 5 days after the day the second advertisement was published;
5 and

6 **WHEREAS**, the two Public Hearings were held pursuant to the published notices
7 described at which hearings the parties in interest and all others had an opportunity to be
8 and were, in fact, heard; and

9 **WHEREAS**, prior to adoption of this ordinance, the City Commission has
10 considered the comments, recommendation and objections, if any, of the State Land
11 Planning Agency;

12 **NOW, THEREFORE**, BE IT ORDAINED BY THE CITY COMMISSION OF
13 THE CITY OF GAINESVILLE, FLORIDA:

14 **Section 1.** The Transportation Mobility Element of the City of Gainesville 1991-2001
15 Comprehensive Plan and associated maps are amended as shown in Attachment A.

16 **Section 2.** The City Manager is authorized and directed to make the necessary changes in
17 maps and other data in the City of Gainesville 1991-2001 Comprehensive Plan, or
18 element, or portion thereof in order to fully implement this ordinance.

19 **Section 3.** It is the intent of the City Commission that this amended element will become
20 part of the City of Gainesville 2000-2010 Comprehensive Plan upon adoption of a
21 resolution.

22 **Section 4.** If any section, sentence, clause or phrase of this ordinance is held to be
23 invalid or unconstitutional by any court of competent jurisdiction, then said holding shall

1 in no way affect the validity of the remaining portions of this ordinance.

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

4 **Section 6.** This ordinance shall become effective immediately upon final adoption;
5 however, the amendment to the 1991-2001 Comprehensive Plan shall not become
6 effective until the state land planning agency issues a final order determining the adopted
7 amendment to be in compliance in accordance with section 163.3184(9), or until the
8 Administration Commission issues a final order determining the adopted amendment to
9 be in compliance in accordance with section 163.3184(10).

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PASSED AND ADOPTED this _____ day of _____, 2002.

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THOMAS D. BUSSING
MAYOR

ATTEST:

Approved as to form and legality

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This Ordinance passed on first reading this 10th day of September, 2001.

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This Ordinance passed on second reading this _____ day of _____, 2002.

carter:ordinances:146CPA-00 PB

Index of Attachments

Attachment A

Transportation Mobility Element—Goals,
Objectives and Policies (GOPs)

Composite Attachment B

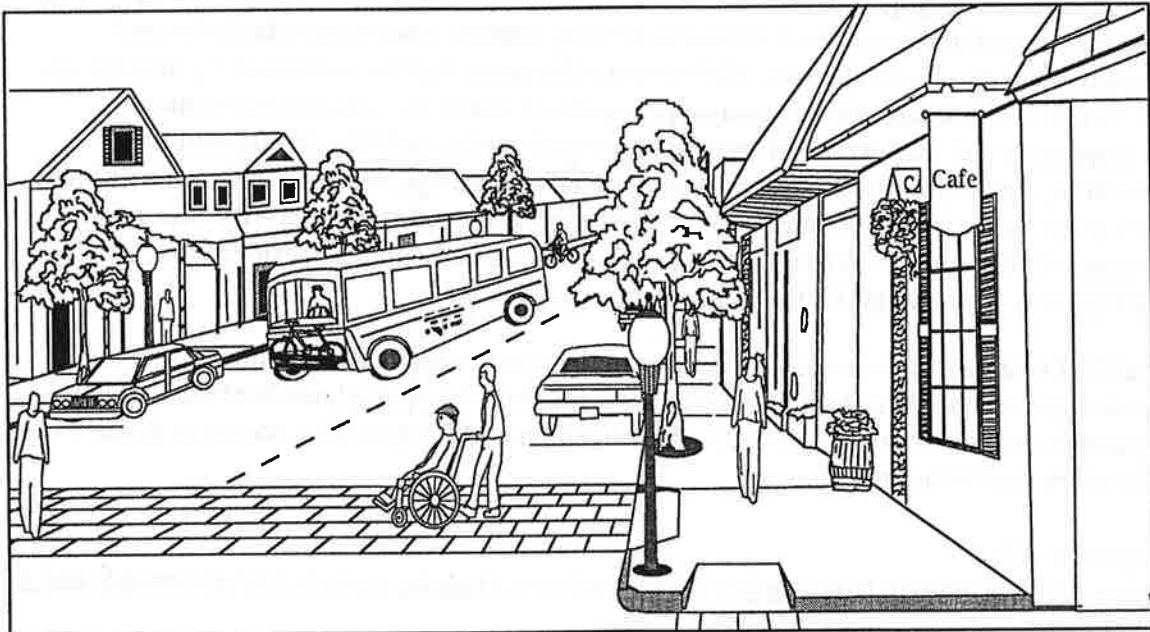
Letter from DCA
ORC Report from DCA
Letter from Division of Historical Resources
Letter from North Central Florida Regional
Planning Council
Letter from Department of Environmental
Protection

Transportation Mobility Element

Draft: August 12, 2002

Underlines and strike-throughs are changes from 1991 adopted policies. **Bold** are changes made after 1st reading.

Goals, Objectives, Policies



Transportation Mobility Element

Goals, Objectives, and Policies

Overall Goal

Establish a transportation system that enhances compact development, and redevelopment, quality of life, and that is sensitive to the cultural and environmental amenities of Gainesville, and implements the vision of the “Year 2020 Livable Community Reinvestment Plan” (Gainesville 2020 Transportation Plan) within the City of Gainesville. The transportation system shall provide equal attention to pedestrian, bicycle, auto and public mass transit needs. The system should provide vehicular, public mass transit and non-motorized access to activity centers, community facilities and neighborhood commercial areas. Safety and efficiency shall be enhanced by limitations and care in the locations of driveways, provision of sidewalk connections within developments and an overall effort to enhance pedestrian mobility throughout the community by improvement and provision of safe crossings, complete sidewalk and trail systems and sidewalks of adequate widths to encourage pedestrian activity. Basic transportation should be provided for transportation-disadvantaged residents to employment, educational facilities and basic services.

Goal 1: Develop and maintain a safe, convenient and energy efficient motorized and non-motorized transportation system to accommodate the special needs of the service population and the transportation disadvantaged and which provides access to major trip generators and attractors.

Objective 1.1:

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

Policy 1.1.1 By 2010, the City shall modify University Avenue between downtown and UF (University of Florida) to enhance the connection between these two areas, and promote transportation choice and livability. Such modifications may include sidewalk improvements, removal of travel lanes and excessive travel lane widths (in order to achieve wider sidewalks and on-street parking), installation of raised medians, infilling of surface parking fronting the Avenue with buildings, additional street trees, crosswalk improvements to make pedestrian crossings more safe and convenient, and additional on-street parking. This project shall include identification of alternative routes that can be used for non-local, non-destination trips along S.R. 26 (University Avenue).

- 1 Policy 1.1.2 The City shall promote transportation choice, healthy residential and non-
2 residential development, safety, and convenience. ~~for Main Street~~
3 ~~between North 8th Avenue and Depot Avenue by supporting the~~
4 ~~following: low speed turning radii; new, continuous and permanent~~
5 ~~on-street parking; pedestrian scaled lighting; narrow travel lanes;~~
6 ~~curb extensions; installation of shading street trees; transit~~
7 ~~enhancements; widening of sidewalks; installation of bicycle lanes,~~
8 ~~and use of brick crosswalks.~~
- 9 Policy 1.1.3 By 2004, the City shall explore with FDOT, enhancements to N.W. 13th
10 Street to increase the pedestrian and multi-modal character of that
11 corridor.
- 12 Policy 1.1.4 The City shall coordinate with FDOT to reduce large truck traffic on
13 streets that are not designated truck routes, and direct such traffic to
14 designated truck routes. Improved signs and enforcement shall direct non-
15 local or through trucks to the designated truck route.
- 16 Policy 1.1.5 The City shall ensure that street modifications support land use, housing
17 choice, and transportation choice objectives.
- 18 Policy 1.1.6 The City shall inventory and prioritize enhancements for “A” streets by
19 2005. An “A” street shall be defined as a street which is designed with, or
20 otherwise characterized by, features that promote the safety, comfort, and
21 convenience of pedestrians. ~~and does so in an exceptional way, as~~
22 ~~determined by the city manager or designee, and as further~~
23 ~~elaborated by the land development code.~~
- 24 Policy 1.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan
25 is consistent with the goals, objectives and policies of the Transportation
26 Element of the City Comprehensive Plan.
- 27 Policy 1.1.8 The City, in accordance with the policy adopted by the MTPO in 1999,
28 shall avoid using biased transportation terminology, such as efficient,
29 improvement, enhancement, alternative, accident, upgrade, and
30 deteriorate, when more objective terms are more appropriate.
- 31 Policy 1.1.9 The City shall encourage the installation of parking garages and shared
32 parking lots within neighborhood (activity) centers, employment centers,
33 and the area between downtown and the UF campus. The land
34 development code shall be amended to ~~require a special use permit to~~
35 ensure that such parking meets performance objectives.
- 36 Policy 1.1.10 The City shall establish indicators, which track the trends in promoting
37 transportation choice on an annual basis. Such indicators may include,
38 among others, gasoline consumption, bus ridership, jobs/housing balance,
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1 vehicle miles traveled, percentage of travel by various forms of travel, and
2 motor vehicle registration.

3
4 Policy 1.1.11 Site plans for new developments and redevelopment of non-residential
5 sites shall be required to show any existing and proposed bicycle and
6 pedestrian access to adjacent properties and transit stops.

7
8 Policy 1.1.12 New development will be required encouraged to provide non-motorized
9 vehicle and non-street connections to nearby land uses such as schools,
10 parks, retail, office, and residential when feasible.

11
12 Objective 1.2

13 Ensure that future land use map designations promote transportation objectives by
14 designating residential development of sufficient density in appropriate locations to
15 support transportation choice.

16
17 Policy 1.2.1 By 2001, The City's shall adopt a future land use map that is shall remain
18 consistent with transportation choice strategies such as: retaining higher
19 residential densities and non-residential intensities near and within
20 neighborhood (activity) centers and within transit route corridors; car-
21 oriented land uses primarily outside of areas oriented toward
22 transportation choice; more mixed use designations in appropriate
23 locations; and centrally located community-serving facilities.

24
25 Policy 1.2.2 The City shall coordinate with the MTPO to increase public awareness of
26 upcoming transportation projects in the approved Year 2020 Livable
27 Communities Reinvestment Cost Feasible Plan.

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30 Objective 1.3

31 Ensure that the City coordinates with the Year 2020 Livable Communities Reinvestment
32 Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida
33 Transportation Plan and the FDOT's Adopted Work Program.

34
35 Policy 1.3.1 The City shall coordinate with the MTPO in the Gainesville urbanized
36 area, the FDOT, UF and other related state and regional and local agencies
37 to implement land use, transportation, and parking policies that promote
38 transportation choice.

39
40 Policy 1.3.2 The City shall coordinate with FDOT and Alachua County to implement
41 Access Management, Rule 14-97, F.A.C., and Sections 334.044 (2) and
42 335.188, F.S.

43
44 Policy 1.3.3 The City shall continue to propose transportation projects that affect the
45 City to the MTPO for consideration in the 5-Year Transportation
46 Improvement Program.

1
2 Policy 1.3.4 The City shall continue to coordinate with FDOT, MTPO, the Community
3 Traffic Safety Team, and Alachua County to improve transportation
4 system management and enhance safety by the continued expansion and
5 upgrade of the traffic signal system and timing, and by installing traffic
6 signal pre-emption for emergency vehicles and buses.

7
8 Policy 1.3.5 The City shall assist the MTPO in issuing a Level of Service Report on all
9 GUATS system roadways annually and shall coordinate with the MTPO to
10 designate backlogged and constrained facilities; these designations shall
11 be amended as appropriate to reflect updated traffic count information and
12 system improvements.

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15 Objective 1.4

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

18
19 Policy 1.4.1 By 2005, the City shall continue to work with FDOT, MTPO, and Alachua
20 County to identify future transportation rights-of-way and to provide for
21 development regulations and acquisition programs which will protect such
22 corridors for their intended future use. Such protection and long-range
23 planning shall include pedestrian, bicycle, **car**, and transit facilities.

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25
26 *Pedestrians*

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28 Goal 2: Provide a safe, convenient, continuous, comfortable, and aesthetically pleasing
29 transportation environment that promotes walking. Develop a “park once” environment
30 at each city neighborhood (activity) center.

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32 Objective 2.1

33 Establish land use designations and encourage site plans which reduce trip distances.

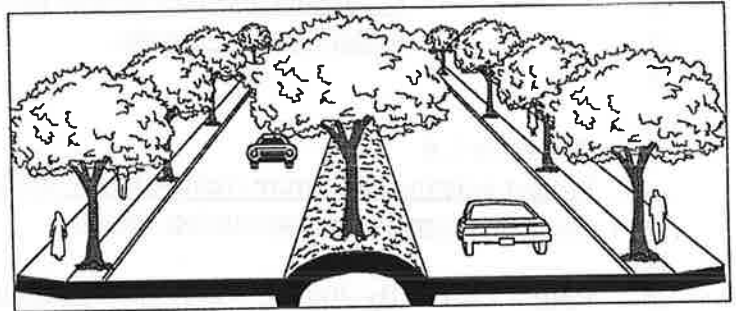
34
35 Policy 2.1.1 By 2002, the City shall inventory and prioritize street segments with
36 sidewalk gaps. The following criteria shall be used in prioritizing
37 sidewalk gap improvements: (1) proximity to public schools; (2)
38 proximity to major public parks or cultural facilities; (3) proximity to high
39 density residential and commercial areas, or any area exhibiting (or
40 potentially exhibiting) a high volume of walking; and (4) proximity to the
41 Traditional City; (5) arterial and collector streets; (6) proximity to transit
42 routes; and (7) proximity to areas of significant blight.

43

1 Policy 2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so
2 that at least one linear mile of sidewalk is installed annually.

3
4 Policy 2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial,
5 collector and local streets, and place such an inventory on the city
6 Geographic Information System to assist in the identification of gaps and
7 priorities.

8
9 Policy 2.1.4 By 2002, the City shall identify arterial and collector segments that should
10 be made more walkable. Raised medians, wider sidewalks, and on-street
11 parking should be used,
12 where feasible, on these
13 selected arterials and
14 collector streets within the
15 urban area -- particularly
16 in pedestrian-oriented
17 areas, or adjacent to, such
18 as downtown, UF, and
19 other neighborhood
20 (activity) centers.



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32 Policy 2.1.5 By 2002, all new streets within the City shall, where feasible, include
33 sidewalks on both sides.

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35 Policy 2.1.6 The City shall identify, prioritize, and retrofit needed bicycle/pedestrian
36 links between adjacent land uses, where feasible.

37
38 Policy 2.1.7 Development and redevelopment projects shall be encouraged to
39 provide bicycle and pedestrian access from a property to adjacent
40 properties. shall be used as a criterion for site plan approval.

41
42 Policy 2.1.8 Street intersection modification, street construction, restriping,
43 reconstruction, and resurfacing shall not increase the difficulty of bicycle
44 and pedestrian travel. Such changes shall include safety features for
45 bicycles and pedestrians to offset any negative impact the modification
46 may otherwise create.

47
48 ~~Policy 2.1.9 Turning lanes should not conflict with bike lanes within the curb lane.~~
49 ~~Crosswalk distances shall be minimized (by using narrow lanes where~~
50 ~~appropriate, curb extensions, raised medians, and small turning~~
51 ~~radii). Turning speeds shall be minimized. Left turn lanes and~~
52 ~~dedicated right turn lanes shall be minimized or eliminated where~~
53 ~~appropriate and to the extent feasible in areas which are expected or~~
54 ~~planned to accommodate high pedestrian volumes (such as downtown~~
55 ~~and neighborhood centers).~~

1 Policy 2.1.109 The City shall establish, as feasible and appropriate, pedestrian mid-block
2 refuge areas at street mid-points, particularly for streets with continuous
3 left-turn lanes and areas where a large volume of pedestrians and
4 bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets
5 (or any street with a crossing distance greater than 60 feet).

6
7 Policy 2.1.110 In new development or redevelopment, walking and bicycling shall be
8 promoted by establishing modest, human-scaled dimensions such as small
9 street blocks, pedestrian-scaled street and building design, ample
10 sidewalks to carry significant pedestrian traffic in commercial areas. ~~(and~~
11 ~~other areas where high pedestrian volumes are expected), maximum~~
12 ~~(and modest) rather than minimum building setbacks and street~~
13 ~~widths, main entrances that face the street or square, parking to the~~
14 ~~side or rear of the building, and, where appropriate, alleys.~~

15
16 Policy 2.1.121 Drive-throughs shall be prohibited or restricted in areas where high
17 pedestrian volumes are expected, or where walkable areas are designated
18 or anticipated. Restrictions shall include number of lanes, width and
19 turning radius of lanes, and entrance to and exit from the drive-through.

20
21 Policy 2.1.123 Sidewalks shall be kept clear of signs, furniture, and other pedestrian
22 obstacles that reduce the acceptable clear width of the sidewalk.

23
24 Policy 2.1.134 The City, by 2002, in coordination with the CRA, shall prepare a plan that
25 inventories the need for pedestrian enhancements in the downtown Central
26 City District, including filling sidewalk gaps, installing street furniture,
27 adding landscaped curb extensions and other pedestrian enhancements,
28 and shall prepare an affordable and feasible schedule for making such
29 improvements.

30
31 Policy 2.1.145 The City shall work with FDOT and the CRA to enhance and widen
32 sidewalks and provide traffic control and design features to enhance
33 pedestrian activity along University Avenue from W. 38th Street to Waldo
34 Road.

35
36 Policy 2.1.156 The City shall amend the Land Development Code to require new
37 development and redevelopment to provide safe and convenient on-site
38 pedestrian circulation with features such as, but not limited to sidewalks,
39 speed tables and crosswalks that connect buildings and parking areas at
40 the development site.

41
42 Policy 2.1.167 At least 5 feet of unobstructed width shall be maintained on all sidewalks,
43 except as necessitated by specific physical and/or natural feature
44 constraints that require a more narrow dimension for a short length within
45 a standard width sidewalk. Under no circumstances shall the sidewalk be
46 less than 36 inches in width for any distance.

1

2 *Transit*

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4 Goal 3: Create a premiere community transit system that which provides a variety of
5 flexible transportation services that promote accessibility and comfort. The City shall
6 become a national model for expanded and enhanced transit service through aggressive
7 efforts to provide convenient service throughout the city and urban area. Service shall be
8 is provided with the cleanest, quietest, most efficient equipment feasible.

9

10

11 Objective 3.1

12 Design the City Regional Transit System (RTS) to strike a balance between the needs of
13 those who are transit-dependent, and the need to become a viable service designed for the
14 substantially larger market of those who have a choice about using the bus. Viable
15 service shall be supported by ensuring that the bus system serves major trip generators
16 and attractors such as the UF campus and neighborhood (activity) centers, and that
17 employment and housing are adequately served by safe, pleasant and convenient transit
18 stops, while also providing for the transportation-disadvantaged.

19

20 Policy 3.1.1 The City shall strive to increase the amount of land designated for multi-
21 family development, when appropriate, on the Future Land Use Map near
22 important transit stops along arterials and collectors.

23

24 Policy 3.1.2 The City shall strive to link its land use and transportation planning by
25 establishing neighborhood (activity) centers as “transit-oriented
26 developments.” Ideally, transit hubs will evolve into having a 24-hour-a
27 day presence, and a sense of place and community.

28

29 Policy 3.1.3 By 2005, the City shall evaluate the citywide bus stops to identify needs
30 for bus stop improvements such as well-designed shelters, bicycle parking,
31 route information, benches, waste receptacles, or the need for a new bus
32 stop.

33

34 Policy 3.1.4 The City shall acquire additional buses to accommodate expanded services
35 and increased ridership.

36

37 Policy 3.1.5 The City shall support expansion of the Bus Card Pass membership to
38 include Shands employees, and consider establishing a program that
39 would provide one to more city residents.

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42 Objective 3.2

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

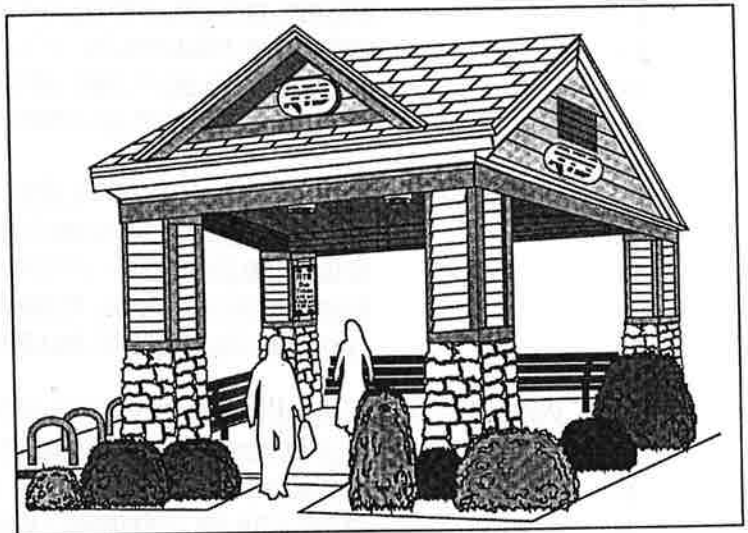
1
2 Policy 3.2.1 The City shall strive for a residential density of at least 8 units per acre for
3 developments in areas that are or will be served by frequent transit. The
4 City shall strive for an average net residential density of up to 6 dwelling
5 units per acre du/acre citywide.

6
7 Policy 3.2.2 The City shall equip new RTS bus stops with easy-to-understand timetable
8 and route information and an easily recognizable RTS logo.

9
10 Policy 3.2.3 The City shall strive to provide main bus service within ¼ mile of 80
11 percent of all medium and high density residential areas identified on the
12 Future Land Use Map of the
13 Comprehensive Plan, and
14 within the RTS service area.

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19 Policy 3.2.4 The City bus service shall be
20 expanded to serve a diverse
21 cross-section of Gainesville
22 residents.

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29 Policy 3.2.5 The City bus service shall be
30 enhanced to improve
31 reliability and expand
32 weekday evening and
33 weekend service.



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43 Policy 3.2.6 In recognition of the value to
44 the community of the many strong, stable, residential neighborhoods in the
45 City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate a
46 presumption that the City shall support a change of designation of land use
47 for any parcel. Any such action shall take into account the full range of
48 appropriate factors such as overall compatibility of the proposal,
49 surrounding land uses, environmental constraints, and others, in addition
50 to the factor of the City's support of transit.

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52 *Bicycling*

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54 Goal 4: Provide a safe, convenient, efficient, continuous, and aesthetically pleasing
55 transportation environment that is conducive to bicycling.

56
57 Objective 4.1
58 Strive to increase the number of bicycle trips within city limits.

59
60 Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a
61 route to every major destination in the city.

- 1
2 Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure
3 that the installation of a turn lane will retain or include a continuous bike
4 lane on the curb lane through the intersection.
- 5
6 Policy 4.1.3 The City, in cooperation with the County and FDOT, shall install or
7 encourage the installation of bicycle detection devices at traffic-activated
8 signals on arterial and collector streets.
- 9
10 Policy 4.1.4 By 2003, computerized traffic signalization in the Traditional City shall be
11 designed to strike a balance between the needs of the pedestrian, bus,
12 bicycle, and car, with particular consideration given to locations with high
13 pedestrian volumes, bicycle volumes, or both. The crossing time provided
14 at crosswalks shall take into account the speed of those non-motorized
15 users with the slowest crossing speed.
- 16
17 Policy 4.1.5 By 2003, the City shall identify all arterials and collector segments which
18 are not currently designed for in-street bicycle transportation, and
19 determine the most appropriate design to accommodate such
20 transportation, where appropriate. The City's Bicycle/Pedestrian
21 Advisory Board shall be consulted to prioritize such modifications.
- 22
23 Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility
24 improvements: (1) proximity to major public parks or cultural facilities,
25 public schools, high-density residential and commercial areas, or any area
26 exhibiting (or potentially exhibiting) a relatively high volume of bicycle
27 traffic; (2) arterial and collector streets; (3) promotion of bicycle route
28 continuity; (4) lack of alternative parallel routes; (5) streets serving
29 important transit stops such as park-n-ride; (6) areas exhibiting a high
30 incidence of car crashes with bicycles; and (7) proximity to the Traditional
31 City.
- 32
33 Policy 4.1.7 By 2003, when sufficient right-of-way is available and when not an "A"
34 street, all new construction, reconstruction, and resurfacing of arterials and
35 collectors shall be designed to accommodate in-street bicycle
36 transportation as approved by state bicycle facility design standards.
37 Designation as an "A" street does not preclude in-street bicycle lanes, nor
38 do in-street bicycle lanes preclude designation as an "A" street.
- 39
40 Policy 4.1.8 The City shall continue routine maintenance programs for all designated
41 bicycle and pedestrian facilities in city rights-of-way. Maintenance shall
42 include sweeping of bicycle lanes, filling potholes, and confirming
43 calibration of bicycle detection devices at signalized intersections.
44

- 1 Policy 4.1.9 By 2003, the City shall conduct an inventory of the major streets network
2 within city limits to identify bicycle hazards and barriers, and prepare a
3 plan for removing or mitigating such impediments.
- 4 Policy 4.1.10 The City shall continue to equip each transit system bus to carry bicycles.
- 5 Policy 4.1.11 All new park-n-ride lots shall be designed to accommodate bicycle
6 parking.
- 7 Policy 4.1.12 By 2005, the City shall strive to have bicycle parking facilities designed in
8 conformance with City bicycle parking standards at all major transit stops
9 and transfer points within city limits.
- 10 Policy 4.1.13 The City shall support continuation of provision of bicycle and pedestrian
11 safety programs in Alachua County schools.
- 12 Policy 4.1.14 The City shall support implementation of the Alachua Countywide
13 Bicycle Master Plan adopted by the Metropolitan Planning Organization
14 in 2001 to the extent that it does not conflict with policies in this plan.

15 Objective 4.2

16 Improve bicycle-related security.

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

22 *Trail Network*

23 Goal 5: Develop an interconnected Trails Network throughout the urban area.

24 Objective 5.1

25 Develop, by 2006, an average of at least one mile of trail designed for bicycles,
26 pedestrians, and wheelchairs annually.

- 27 Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified in the Data and
28 Analysis Report and the Bicycle Master Plan, by 2010.

- 29 Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua
30 County in County efforts to expand the Network -- both for corridor
31 acquisition and trail construction -- particularly for extensions of the

1 Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer
2 Road corridor.

3
4 Policy 5.1.3 The City shall amend the land development code to require new
5 development and redevelopment to provide pedestrian and bicycle access
6 to nearby trails, where feasible, or to enable a future retrofit connection.

7
8 Policy 5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail
9 connections that link various land use destinations by 2003. Utility and
10 stormwater management rights-of-way and easements will also be
11 evaluated for such connections.

12
13 Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails
14 permanent and not subject to revision, unless a “rails-with-trails” program
15 is established.

16
17 Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service
18 rail spurs into bicycle and pedestrian facilities.

19
20 Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail
21 opportunities, and to keep options open for future inter-city passenger rail
22 corridors.

23
24 *Livable Streets that Promote Safety and Quality of Life*

25
26 Goal 6: Create and retain streets that promote a mix of uses such as car travel, transit,
27 and bicycling by designing streets: (1) for slow motor vehicle speeds, (2) for quiet
28 neighborhoods, (2) for safety for children, people with disabilities, and seniors along
29 residential streets, (3) for a livable community featuring neighborhood pride, a sense of
30 place, and a pleasant tree canopy; and (4) that support a sidewalk system supportive of
31 socializing.

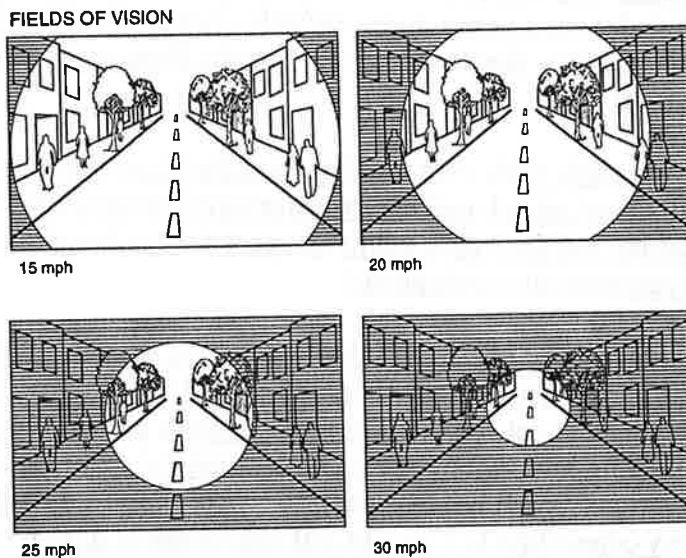
32
33 Objective 6.1

34 Revise street design standards and continue installing street design features so that
35 construction of new streets and repair of existing streets will create a safe, balanced,
36 livable street that can be used for all forms of travel -- to the benefit of neighborhoods,
37 local businesses, and the overall community.

38
39 Policy 6.1.1 In the Traditional City, University Heights, and College Park, the City
40 shall use design features such as wide sidewalks, street trees, on-street
41 parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic
42 calming, prominent crosswalks, modest building setbacks, and signal
43 timing to achieve more modest average car speeds (no more than 25-30
44 mph) in order to create a more livable street system rich in transportation

1 choice. The design of streets shall promote land uses that are intended
2 along streets in this portion of the city, such as healthy and walkable retail,
3 residential, office, and civic uses.

4
5 Policy 6.1.2 Use traffic calming, where appropriate, to promote transportation choice
6 and to reduce the negative impacts of car travel, alter driver behavior, and
7 improve conditions for non-motorized street users.



41
42 Policy 6.1.3 The City shall make low-speed urban street design specifications and
43 geometrics the normal, default practice for street construction,
44 modification, and reconstruction, and shall encourage the same policy be
45 adopted by FDOT and the County within city limits. Higher speed design
46 shall only be used when specifically warranted. Examples of low-speed
47 design include, but are not limited to:

- 48
49 • Turn lanes are discouraged, particularly within the Traditional City
50 and other sensitive, pedestrian-oriented areas.
51 • One-way streets will only be supported if such a design is required to
52 remove travel lanes, add on-street parking, otherwise enhance
53 transportation choice, or will not increase average car speeds.
54 • Superelevation of street curves is discouraged.
55 • Travel lanes are no wider than 10 or 11 feet except on streets
56 appropriate for wide bicycle curb lanes.
57 • Local residential streets are no more than 22 feet wide, but can be
58 wider if on-street parking intended and expected.
59 • The traffic-calming program is continued to address neighborhood
60 concerns regarding speeding, safety, neighborhood livability, and cut-
61 through traffic. On new streets, traffic calming is the normal practice.
62 Other street designs must be warranted.

- ~~• The maximum turning radius for local streets is 15 feet, and up to 20 feet for streets expecting large truck volumes in industrial or highway-oriented areas, unless on-street parking or curb extensions increase the effective size of the radius, in which case 15 feet shall be the maximum.~~

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7 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.

8
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12
13 Policy 6.1.5 The City shall work with the State and the County to protect the linear continuity of raised medians as a strategy to promote safety, to provide pedestrian refuge, traffic calming, space for landscaping, and discourage strip commercial development.

14
15
16
17
18 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.

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27 Policy 6.1.7 The City should de-emphasize the hierarchical street system in terms of relying on a few large streets to carry the bulk of trips, and shall incrementally move toward a more balanced, connected system whereby trips are more dispersed throughout the entire street system. Additional connections should be added where needed and feasible to make our overall street system more functional, with respect for existing natural and man-made features.

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35 Policy 6.1.8 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.

36
37
38
39 *SOV Travel*

40
41 Goal 7: Strive to minimize single-occupant vehicle trips within the Gainesville metropolitan area.
42
43

1
2 Objective 7.1

3 Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means
4 other than single-occupant vehicle.

5
6 Policy 7.1.1 The maximum number of travel lanes for a new or widened street within
7 city limits shall not exceed 4 travel lanes.

8
9 Policy 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that
10 intersections are safe for all modes of travel. In general, as
11 determined on a case-by-case basis, the City shall not install, or
12 support the installation of, a turn lane, unless it is determined to be a
13 necessary component in a travel lane removal project, a necessary
14 component to avoid adding travel lanes, or if it is needed for street
15 intersection safety for all forms of travel. However, a turn lane is
16 permissible if there is no practical alternative and substantial
17 pedestrian safety features are installed. In general, turn lanes are
18 usually inappropriate in areas where high pedestrian volumes are
19 expected or near schools.

20
21 Policy 7.1.3 As of 2001, there shall be no net increase in parking for existing City
22 government facilities, and UF shall be encouraged to adopt a policy of
23 no net increase in the number of car parking spaces on the existing
24 university campus.

25
26 Policy 7.1.43 The City shall amend its Land Development Code to ensure that
27 parking standards are adequate to meet the needs of the community.
28 Where appropriate, the City shall convert minimum car parking
29 requirements to maximum requirements as a way to discourage car
30 trips.

31
32 Policy 7.1.54 The City shall encourage new public and private schools to provide
33 bicycle and pedestrian connections to nearby residentially designated
34 lands.

35
36 Policy 7.1.65 The City shall use the Transportation Concurrency Exception Area as
37 shown in the Transportation Mobility Element map series to encourage
38 redevelopment within the city, and to promote transportation choices.

39
40 Policy 7.1.76 The City shall adopt LOS "C" for the Florida Intrastate Highway System
41 and LOS "D" for State two-way arterials. Development within the
42 Gainesville Transportation Concurrency Exception Area (TCEA) shall be
43 regulated as shown in the Concurrency Management Element.

44
45 Policy 7.1.87 The City shall adopt LOS "E" for non-state streets including Non-state
46 streets functioning as arterials) which are city-maintained facilities in the

1 street network. Development within the Gainesville TCEA shall be
2 regulated as shown in the Concurrency Management Element.

3
4 Policy 7.1.98 The City shall adopt LOS “D” for non-state streets which are Alachua
5 County-maintained facilities in the street network, as shown in the
6 “Average Annual Daily Traffic Level of Service Report”. Development
7 within the Gainesville TCEA shall be regulated as shown in the
8 Concurrency Management Element.

9
10 Policy 7.1.109 Whenever redevelopment or reuse of a site would result in the
11 combination of one or ~~more~~ parcels of land that had previously operated as
12 separate uses, having separate driveways and parking, which are now
13 proposed to operate jointly or to share parking facilities, the total number
14 and location and width of driveways shall be reviewed. In order to reduce
15 access points on the street system, driveways shall be eliminated when the
16 area served can be connected within the site.

17
18 Policy 7.1.110 The City shall coordinate the transportation network with the Future
19 Land Uses shown on the Future Land Use Map Series in order to
20 encourage compact development patterns and to provide safe and
21 convenient access for work, school, shopping and service-related trips ~~by~~
22 ~~walking, transit and bicycle~~, to protect the cultural and environmental
23 amenities of the City, and to protect the integrity of the Florida Intrastate
24 Highway System.

25
26 Policy 7.1.112 Transportation concurrency exceptions granted within the TCEA shall not
27 relieve UF from meeting the requirements of 240.155 F.S. and the levels
28 of service established for streets within the UF transportation impact area.

29
30 Policy 7.1.123 The City shall work with and encourage large employers to develop
31 incentives to offer employees to reduce single-occupant vehicle trips to
32 work, such as flex hours, subsidized transit passes or parking cash-out
33 policies, for their employees. The City shall adopt a Transportation
34 Demand Management ordinance that requires larger employers to
35 offer single-occupant vehicle trip reduction incentives, such as
36 subsidized transit passes or parking cash-out policies, for their
37 employees.

38
39 Policy 7.1.134 Outside the Transportation Concurrency Exception Area, any new
40 development or change of use of an existing building or building complex
41 along a state or county-maintained arterial or collector in the GUATS
42 network which has a median AADT within 85 percent of maximum
43 service volumes allowed at LOS “D” when calculated using Art-plan
44 analysis and any City-maintained collector in the GUATS network which
45 has a median AADT within 85 percent of maximum service volumes
46 allowed at “E” when calculated using Art-plan analysis shall require the

1 owner to provide transportation multi-modal access improvements that
2 improve transportation choice, if needed, such as parking for bicycles,
3 sidewalk connections from the building(s) to the public sidewalk,
4 completion of public sidewalk from property to existing sidewalks or
5 nearest intersection, and closing of poorly located, overly wide or
6 duplicative curb cuts. New development shall orient buildings to face the
7 primary street when feasible to enhance pedestrian access.
8
9

10
11
12 Objective 7.2

13 Reduce car dependency to obtain environmental, financial, and social benefits.

14
15 **Policy 7.2.1** ~~By 2010, Strive to reduce single-occupant vehicle trips within the city~~
16 ~~shall be reduced by 5 percent by 2010.~~

17
18 Policy 7.2.13 Widening a street will not be used as a first response strategy to reduce car
19 (Was 7.2.2) congestion. Instead, if car congestion is considered excessive, the City
20 shall support alternate solutions such as strategies that promote bus
21 use, bicycling, and walking. The City shall consider alternative
22 solutions such as intersection modification, signal timing, round-
23 abouts, and strategies that promote bus use, bicycling, and walking.

24
25 Policy 7.2.2 The City will encourage the use of more sustainable forms of travel,
26 (Was 7.2.3) more transportation choice, and a better retail environment to reduce
27 the level of traffic congestion in order to improve the city's
28 transportation level of service. The City's adopted transportation
29 level of service standards will continue to accept some level of
30 congestion in order to encourage use of more sustainable forms of
31 travel, more transportation choice, a better retail environment, and
32 less urban sprawl.

33
34 Policy 7.2.3 Decision-makers will incorporate the impacts of induced traffic when
35 (Was 7.2.4) evaluating results of travel modeling.

36
37 *Accessibility for the Disabled*

38
39 Goal 8: Create a transportation environment that is free of barriers for people with
40 disabilities.

41
42 Objective 8.1

43 Eliminate existing barriers for people with disabilities.

- 1
2 Policy 8.1.1 Curb ramps and raised crosswalks shall be installed incrementally, in
3 conjunction with other street modifications or in response to specific
4 problem locations.
5
6 Policy 8.1.2 The City shall continue to equip RTS buses to carry people with
7 disabilities.
8
9 Policy 8.1.3 Car parking spaces for persons who have disabilities shall conform to the
10 Florida Accessibility Code for Building Construction standards.

11
12
13
14 *Aviation*

15
16 Goal 9: Provide an aviation facility to meet the needs of passengers, commercial airlines,
17 and general aviation in a safe and efficient manner.

18
19 Objective 9.1

20 Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its
21 air service area, and support the implementation of the 1987 Gainesville Airport Master
22 Plan as long as its improvements and operations are consistent with the City's
23 Comprehensive Plan.

24
25 Policy 9.1.1 The City shall monitor the ridership potential for main bus service to the
26 Gainesville Regional Airport, and institute such service when the City
27 Commission determines that demand warrants transit service to the airport
28 and the surrounding area.

29
30 Policy 9.1.2 The City shall use the 1987 Gainesville Regional Airport Master Plan as
31 the future land use guide for development in and around the airport.

32
33 Policy 9.1.3 The City shall ensure that airport improvements are in compliance with
34 the City's Conservation, Open Space and Groundwater Recharge Element.

35
36
37 Objective 9.2

38 Continue to eliminate incompatible land uses within airport noise contours and hazardous
39 obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating
40 the siting of new (or expansion of existing) airports, or related facilities with the Future
41 Land Use and Conservation, Open Space and Groundwater Recharge Elements.
42

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

3
4 Policy 9.2.2 The City shall continue to work with Alachua County to ensure that
5 incompatible land uses within the 65, 70 and 75 Ldn airport noise contours
6 are eliminated.

7
8 Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional
9 Airport Authority to acquire adjacent land which is not compatible with
10 the Airport as identified in the FAR Part 150 Study, and determined to be
11 economically feasible by federal and state land acquisition regulations.
12

13
14
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16

17 Objective 9.3

18
19 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional
20 Airport Authority with transportation plans by the Florida Department of Transportation
21 and the Metropolitan Transportation Planning Organization.
22

23 Policy 9.3.1 The City shall continue to ensure that future aviation projects and the
24 Airport Industrial Park are integrated with the City's traffic circulation
25 system and with other forms of transportation, such as transit and
26 bicycling.
27

28

29 Objective 9.4

30
31 Continue to coordinate airport growth with appropriate aviation or other related
32 organizations.
33

34 Policy 9.4.1 The City shall continue to work with the Gainesville-Alachua County
35 Regional Airport Authority on all of its aviation projects.
36

37 Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall
38 coordinate with the City, the Federal Aviation Administration, the Florida
39 Department of Transportation, North Central Florida Regional Planning
40 Council, the Continuing Florida Aviation System Planning Process and
41 other appropriate agencies on all of its aviation projects.
42
43
44

1 1991 Transportation Mobility Element

2
3 ~~overall goal~~

4
5 ~~ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT AND~~
6 ~~REDEVELOPMENT AND THAT IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL~~
7 ~~AMENITIES OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL PROVIDE~~
8 ~~EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND MASS TRANSIT NEEDS.~~
9 ~~THE SYSTEM SHOULD PROVIDE VEHICULAR, MASS TRANSIT AND NON-MOTORIZED~~
10 ~~ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD~~
11 ~~COMMERCIAL AREAS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY~~
12 ~~LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF~~
13 ~~SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS AND AN OVERALL EFFORT TO~~
14 ~~ENHANCE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND~~
15 ~~PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS AND~~
16 ~~SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC~~
17 ~~TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION DISADVANTAGED~~
18 ~~RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES AND BASIC SERVICES.~~

19
20
21 ~~Goal 1~~

22
23 ~~DEVELOP AND MAINTAIN A SAFE, CONVENIENT AND ENERGY EFFICIENT MOTORIZED~~
24 ~~AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL~~
25 ~~NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED~~
26 ~~AND WHICH PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.~~

27
28
29 ~~Objective 1.1~~

30
31 ~~The City shall establish Levels of Service for roadways that are~~
32 ~~consistent with Florida Department of Transportation (FDOT) guidelines~~
33 ~~for peak hour, and peak direction operation. The City shall establish~~
34 ~~peak hour Levels of Service for Mass Transit that serve existing and~~
35 ~~future major trip generators and attractors.~~

36
37
38 ~~Policies~~

39
40 ~~1.1.1 The City shall adopt LOS "C" for the Florida Intrastate Highway~~
41 ~~System and LOS "D" for State Two-way Arterials except:~~

42
43 ~~a. Until one year after a finding of sufficiency on the City's~~
44 ~~Evaluation and Appraisal Report, the LOS for N.W. 34th Street from N.W.~~
45 ~~39th Avenue to U.S. 441 shall be LOS "E" plus 10%;~~

46
47 ~~b. Development within the Gainesville Transportation Concurrency~~
48 ~~Exception Area (TCEA) shall be regulated as shown in the Concurrency~~
49 ~~Management Element.~~

50
51 ~~e. Until one year after a finding of sufficiency on the City's~~
52 ~~Evaluation and Appraisal Report, the LOS for N.W. 13th Street from~~
53 ~~University Avenue to N.W. 29th Road shall be a maximum of 44,400~~
54 ~~average daily trips.~~

1 ~~1.1.2 The City shall adopt LOS "E" for Non state Roadways (including~~
2 ~~Non state Roadways functioning as arterials), which are city maintained~~
3 ~~facilities in the roadway network, as shown in the Gainesville Urban~~
4 ~~Area Transportation Study (GUATS). Development within the Gainesville~~
5 ~~Transportation Concurrency Exception Area (TCEA) shall be regulated as~~
6 ~~shown in the Concurrency Management Element.~~

7
8 ~~1.1.3 The City shall adopt LOS "D" for Non state Roadways (including~~
9 ~~Non state Roadways functioning as arterials), which are Alachua County-~~
10 ~~maintained facilities in the roadway network, as shown in GUATS.~~
11 ~~Development within the Gainesville Transportation Concurrency Exception~~
12 ~~Area (TCEA) shall be regulated as shown in the Concurrency Management~~
13 ~~Element.~~

14
15 ~~1.1.4 The City shall coordinate with the MTPD to provide Art Plan~~
16 ~~analysis for all GUATS system roadways that have service volumes~~
17 ~~at 85% or more of the maximum service volume established for the~~
18 ~~minimum acceptable Level of Service as determined by the FDOT~~
19 ~~Generalized Tables.~~

20
21 ~~1.1.6 The City shall provide main bus service to each Medium and High~~
22 ~~Intensity Mixed Use area identified on the Future Land Use Map of the~~
23 ~~Comprehensive Plan unless the City Commission determines that there is~~
24 ~~inadequate ridership to support this service.~~

25
26 ~~1.1.7 The City shall provide main bus service to Medium and High~~
27 ~~Intensity Mixed Use areas identified in the Future Land Use map of the~~
28 ~~Comprehensive Plan with minimum headways of one hour during peak hours.~~
29 ~~Peak hours of operation shall be operating hours before 9 a.m. and~~
30 ~~between 3:30 and 7:00 p.m.~~

31
32 ~~1.1.8 The City shall provide main bus service within 1/4 mile of 80~~
33 ~~percent of all Medium and High Density Residential areas designated on~~
34 ~~the Future Land Use Map of the Comprehensive Plan, and within the RTS~~
35 ~~service area, as shown in the Transportation Mobility Map Series.~~

36
37 ~~1.1.9 The City shall evaluate transit destinations and the main bus~~
38 ~~service area to determine the need for service modification. At a~~
39 ~~minimum, these evaluations shall occur when:~~

40
41 ~~a. New Medium and High intensity Mixed Use areas are designated on~~
42 ~~the Future Land Use Map;~~

43
44 ~~b. Annexations take place; and~~

45
46 ~~c. Medium and High density residential development is permitted.~~

47
48 ~~1.1.10 The City shall permit extensions of routes or the main bus~~
49 ~~service area only when the following criteria are met:~~

50
51 ~~a. The area to receive transit service is within one mile of an~~
52 ~~existing route;~~

53
54 ~~b. The area to receive transit service is characterized by~~
55 ~~residential densities of at least 4 dwelling units per acre, or the~~

1 ~~area contains a Medium or High Mixed Use area that supplies employment,~~
2 ~~shopping and/or service needs to City residents; and/or~~
3

4 ~~c. The City determines that the area will produce adequate ridership~~
5 ~~to support the extension. Adequate ridership will be based on needs~~
6 ~~assessment conducted by RTS that will include surveys of existing~~
7 ~~and/or potential riders, public hearings, and an evaluation of service~~
8 ~~requests and available funding to support the expansion.~~
9

10 ~~1.1.11 In addition to the Level of Service requirements in Policy~~
11 ~~1.1.1, development projects within one quarter mile of the segment of~~
12 ~~N.W. 34th Street from N.W. 39th Avenue to U.S. 441 shall be required to~~
13 ~~meet the following requirements:~~
14

15 ~~a. Development of new drive through facilities, as defined in Policy~~
16 ~~1.4.5, shall not gain access directly from or onto 34th Street between~~
17 ~~N.W. 39th Avenue and U.S. 441. Drive through facilities shall be~~
18 ~~designed to gain access internally from existing or proposed shopping~~
19 ~~centers or mixed use development parking, whenever it is available.~~
20 ~~Development plan design shall direct auto traffic to areas of the site~~
21 ~~that will have the least conflict with pedestrian and bicycle travel~~
22 ~~routes.~~
23

24 ~~b. Development projects on this segment must provide mitigation in~~
25 ~~proportion to the transportation impacts generated by the development~~
26 ~~in order to meet transportation concurrency compliance and the~~
27 ~~provisions of Policy 1.1.6. Special traffic studies may be required as~~
28 ~~a part of the development approval process to determine the~~
29 ~~proportional traffic impacts, as measured by trip generation and~~
30 ~~distribution, from the development. Mitigation shall include items such~~
31 ~~as, but not limited to: intersection and/or signalization improvements~~
32 ~~to improve roadway operation and safety; addition of dedicated turn~~
33 ~~lanes into and out of developments to maintain the Level of Service and~~
34 ~~safe operating conditions of the roadway; provision of transit shelters~~
35 ~~built to City specifications; bus passes provided to residents or~~
36 ~~employees of a development; subsidies to the mass transit system which~~
37 ~~either increase headways or add additional bus service to the segment;~~
38 ~~a contractual agreement with the City for the provision of mass transit~~
39 ~~service on the segment; sidewalks and sidewalk connections; addition of~~
40 ~~bicycle lanes; and/or ride sharing or van pool programs.~~
41

42 ~~c. Development plan design shall maximize the safe and efficient~~
43 ~~operation of this roadway segment in accordance with generally accepted~~
44 ~~professional traffic engineering principles and practices.~~
45

46 ~~1.1.12 In addition to the Level of Service requirements in Policy~~
47 ~~1.1.1, development projects within one quarter mile of the segment of~~
48 ~~NW 13th Street between University Avenue and NW 29th Road shall be~~
49 ~~required to meet the following:~~
50

51 ~~a. Development projects on this segment must provide mitigation in~~
52 ~~proportion to the transportation impacts generated by the development~~
53 ~~in order to meet transportation concurrency compliance and the~~
54 ~~provisions of Policy 1.1.6. Special traffic studies may be required as~~
55 ~~a part of the development approval process to determine the~~
56 ~~proportional traffic impacts, as measured by trip generation, trip~~

1 ~~distribution, and intersection analysis, from the development.~~
2 ~~Mitigation shall include items such as, but not limited to:~~
3 ~~intersection and/or signalization improvements to improve roadway~~
4 ~~operation and safety; addition of dedicated turn lanes into and out of~~
5 ~~developments to maintain the Level of Service and safe operating~~
6 ~~conditions of the roadway; provision of transit shelters built to City~~
7 ~~specifications; dedication of right-of-way for the construction of bus~~
8 ~~turn out facilities; construction of bus turn out facilities; bus~~
9 ~~passes provided to residents or employees of a development; subsidies~~
10 ~~to the mass transit system which either increase headways or add~~
11 ~~additional bus service to the segment; a contractual agreement with the~~
12 ~~City for the provision of mass transit service on the segment;~~
13 ~~sidewalks and sidewalk connections to the public sidewalk; widening of~~
14 ~~existing sidewalks; dedication of right of way for the addition of~~
15 ~~bicycle lanes; ride sharing or van pool programs; reduction of curb~~
16 ~~cuts on existing sites; and/or provision of cross access agreements or~~
17 ~~joint driveways.~~

18
19 ~~b. Development of new drive through facilities, as defined in Policy~~
20 ~~1.4.5, shall only be allowed from within existing or proposed shopping~~
21 ~~centers such that all access is internal to the shopping center. Each~~
22 ~~drive through facility shall only be allowed a single drive through~~
23 ~~lane.~~

24
25 ~~e. Parking in excess of that required by the Land Development Code~~
26 ~~shall not be allowed.~~

27
28 ~~d. Development plan design shall maximize the safe and efficient~~
29 ~~operation of this roadway segment in accordance with generally accepted~~
30 ~~professional traffic engineering principles and practices.~~

31
32
33 ~~Objective 1.2~~

34
35 ~~The City shall coordinate the transportation network with the Future~~
36 ~~Land Uses shown on the Future Land Use Map Series in order to encourage~~
37 ~~compact, energy efficient development patterns and to provide safe and~~
38 ~~convenient multi-modal access for work, school, shopping and service-~~
39 ~~related trips, to protect the cultural and environmental amenities of~~
40 ~~the City, and to protect the integrity of the Florida Intrastate~~
41 ~~Highway System.~~

42
43
44 ~~Policies~~

45
46 ~~1.2.1 The City shall consider existing access to the main bus system or~~
47 ~~the feasibility of future access to the main bus system when~~
48 ~~designating medium and high intensity mixed use activity centers,~~
49 ~~medium and high density residential development, and for development~~
50 ~~that is planned primarily for transportation disadvantaged groups.~~

51
52 ~~1.2.2 Pedestrian accessibility shall be a review criteria for all~~
53 ~~development plans. At a minimum, sidewalks shall be included as part~~
54 ~~of the following: a) subdivision streets with an expected average daily~~
55 ~~trip generation of more than 1200 trips; and b) internal traffic~~
56 ~~circulation plans of intermediate and major development plans. The~~

1 ~~City shall include pedestrian and bicycle access as a component in~~
2 ~~special area studies and corridor studies, street vacation and closing~~
3 ~~studies conducted by the City and the MTPO.~~
4

5 ~~1.2.3 The priority of road improvements within the city shall be to~~
6 ~~enhance access to existing employment centers, redevelopment areas and~~
7 ~~multi family housing areas. Roadway improvements shall include in-~~
8 ~~street bicycle facilities.~~
9

10 ~~1.2.4 Redevelopment and mixed use areas designated on the Future Land~~
11 ~~Use Map that promote compactness shall be given priority in the~~
12 ~~allocation of highway capacity.~~
13

14 ~~1.2.5 The City shall monitor the ridership potential for main bus~~
15 ~~service to the Gainesville Regional Airport, and institute such service~~
16 ~~when the City Commission determines that demand warrants mass transit~~
17 ~~service to the airport and the surrounding area.~~
18

19 ~~1.2.6 The City shall annually analyze accident reports to identify~~
20 ~~vehicle to vehicle conflicts, vehicle to bike conflicts and vehicle to-~~
21 ~~pedestrian conflicts.~~
22

23 ~~1.2.7 The City shall prepare criteria for the evaluation of public~~
24 ~~lands for mass transit, trail and bikeway connections. These criteria~~
25 ~~shall also be used when negotiating utility and stormwater management~~
26 ~~rights of way and easements to provide linkages between neighborhoods~~
27 ~~and with activity centers.~~
28

29 ~~1.2.8 The Future Land Use Map shall continue to show areas for housing~~
30 ~~which serve the needs of employees and students within walking distance~~
31 ~~of the University and the downtown.~~
32

33 ~~1.2.9 Whenever redevelopment or reuse of a site would result in the~~
34 ~~combination of one or more parcels of land that had previously operated~~
35 ~~as separate uses, having separate driveways and parking, which are now~~
36 ~~proposed to operate jointly or to share parking facilities, the total~~
37 ~~number and location and width of driveways shall be reviewed. In order~~
38 ~~to reduce access points on the roadway system, driveways shall be~~
39 ~~eliminated when the area served can be connected within the site.~~
40

41 ~~Objective 1.3~~

42

43 ~~The City shall require new development and redevelopment to be designed~~
44 ~~to augment mass transit and non motorized access to community~~
45 ~~facilities, employment centers and activity centers.~~
46

47 ~~Policies~~

48

49
50 ~~1.3.1 All residential subdivisions shall be designed to provide~~
51 ~~pedestrian and bicycle connections to community facilities and~~
52 ~~neighborhood shopping.~~
53

54 ~~1.3.2 The City shall amend land development regulations to require~~
55 ~~development and redevelopment to provide access to the Greenway System~~

1 ~~from neighborhoods, shopping areas, community facilities, activity~~
2 ~~centers and large employers consistent with adopted greenway plans.~~

3
4 ~~1.3.3 All development and redevelopment shall have on-site circulation~~
5 ~~designed to maximize ease of access throughout the development to~~
6 ~~transit stops, and shall dedicate right-of-way or easements as~~
7 ~~necessary to accommodate mass transit service.~~

8
9 ~~1.3.4 The City shall coordinate with FDOT and Alachua County to~~
10 ~~implement Access Management, 14-96 and 14-97 FAC.~~

11
12 ~~1.3.5 The Florida Pedestrian Safety Plan (FDOT, February 1992) and~~
13 ~~Americans with Disabilities Act Accessibility Guidelines for Buildings~~
14 ~~and Facilities (ADAAG) shall be used to establish appropriate standards~~
15 ~~for the design and maintenance of sidewalks and street crossings for~~
16 ~~new development and all redevelopment. Traffic calming strategies such~~
17 ~~as roundabouts, on-street parking, raised crosswalks, medians and~~
18 ~~narrowed crossing widths shall be incorporated whenever feasible.~~

19
20 ~~1.3.6 By January 1995, the City shall survey all sidewalks within the~~
21 ~~city for barriers to pedestrians. A plan shall be completed for~~
22 ~~removing obstacles and for regular maintenance of the sidewalk surface,~~
23 ~~vegetation and lighting within City rights of way. The MTPO shall be~~
24 ~~informed of the needs on County and State rights of way. The placement~~
25 ~~of poles, signs, furniture or other objects in the right-of-way shall~~
26 ~~allow a minimum 60-inch clear, accessible width to be maintained.~~

27
28 ~~1.3.7 The City shall coordinate with the School Board of Alachua County~~
29 ~~to promote bicycle and pedestrian safety and to develop strategies to~~
30 ~~reduce auto trips to school sites. School sites shall be accessible~~
31 ~~from pedestrian trail systems where trails are adjacent to school~~
32 ~~property during hours for school arrival and dismissal. Schools shall~~
33 ~~be designed to enhance the safety and comfort of students arriving on~~
34 ~~foot or by bicycle, by separating auto and school bus loading zones~~
35 ~~from pedestrian access points. Pedestrian gates should be located at~~
36 ~~school property corners, in order to provide the most direct travel~~
37 ~~path onto school grounds. Auto and school bus access to the site shall~~
38 ~~be designed to minimize interruption of pedestrian facilities.~~

39
40 ~~Objective 1.4~~

41
42 ~~The City shall increase the effectiveness of the transportation system~~
43 ~~through coordinated planning with the Metropolitan Transportation~~
44 ~~Planning Organization (MTPO), the Florida Department of Transportation~~
45 ~~(FDOT) and Alachua County.~~

46
47
48 ~~Policies~~

49
50 ~~1.4.1 The City shall provide staff review and information to assist the~~
51 ~~North Central Florida Regional Planning Council on updates of the~~
52 ~~Gainesville Urban Area Transportation Study (GUATS).~~

53
54 ~~1.4.2 The City shall continue to propose transportation projects that~~
55 ~~affect the City to the MTPO for consideration in the 5-Year~~
56 ~~Transportation Improvement Program.~~

1
2 ~~1.4.3 By 1994, the City shall coordinate with FDOT, MTPO and Alachua~~
3 ~~County to improve transportation system management and enhance safety~~
4 ~~by the installation of loop detector system and by review of signal~~
5 ~~timing on state highway system roads.~~

6
7 ~~1.4.4 The City shall continue to compile accident records and provide~~
8 ~~the MTPO with timely information on safety problems within the City.~~

9
10 ~~1.4.5 By 1994, the City shall work with FDOT, MTPO, and Alachua County~~
11 ~~to identify future transportation rights of way and to provide for~~
12 ~~development regulations and acquisition programs which will protect~~
13 ~~such corridors for their intended future use. Such protection and~~
14 ~~long range planning shall include pedestrian, bicycle and mass transit~~
15 ~~facilities. The City shall work with Alachua County to develop joint~~
16 ~~review procedures for vacation of right of way and variances to~~
17 ~~building setback lines on any corridor identified in the 2015 GUATS~~
18 ~~Plan.~~

19
20 ~~1.4.7 N.W. 8th Avenue between N.W. 22nd Street and N.W. 6th Street~~
21 ~~shall be defined as "Policy Constrained" and "Physically Constrained"~~
22 ~~in accordance with FDOT Florida Highway System Plan, LOS Manual, 1992.~~

23
24 ~~1.4.8 The City shall cooperate with the MTPO, FDOT, Alachua County and~~
25 ~~local businesses/institutions in the formation of a transportation~~
26 ~~demand management association which shall develop programs to modify~~
27 ~~peak hour travel demand and to reduce the number of vehicle miles~~
28 ~~travelled per capita in the community and region. The first priority~~
29 ~~shall be establishment of programs to reduce single passenger vehicle~~
30 ~~trip ends in the Downtown/Campus Sub-area.~~

31
32 ~~1.4.9 The City shall work with FDOT to widen sidewalks and provide~~
33 ~~traffic control and design features to enhance pedestrian activity~~
34 ~~along University Avenue from North South Drive to the Matheson Museum.~~

35
36 ~~Objective 1.5~~

37
38 ~~RTS shall continue to improve the handicapped accessibility to the~~
39 ~~main bus fleet and shall supplement the fixed route main bus system~~
40 ~~with a demand responsive transit system. The demand responsive system~~
41 ~~shall serve ADA eligible patrons as a first priority and shall serve~~
42 ~~handicapped, low income and elderly persons who cannot use the main bus~~
43 ~~system.~~

44
45
46 ~~Policies~~

47
48 ~~1.5.1 The City shall cooperate with Coordinated Transportation System,~~
49 ~~Inc., the MTPO and FDOT in planning services for the transportation~~
50 ~~disadvantaged within RTS's service area and in promoting the efficient~~
51 ~~and effective use of various transportation assistance programs.~~

52
53 ~~1.5.2 The City shall continue to use a demand responsive transit system~~
54 ~~to provide transit services to those who cannot use the main bus~~
55 ~~system.~~

56

1 ~~1.5.3 If federal, state and local funding becomes inadequate to support~~
2 ~~the existing demand responsive system the first priority for demand~~
3 ~~responsive service shall be to meet Federal requirements in the RTS~~
4 ~~Main bus service area.~~

5
6
7 Objective 1.6

8
9 ~~By 1996, the City shall increase transit ridership by at least five~~
10 ~~percent over 1990 levels by making transit safer, more convenient,~~
11 ~~predictable and visible.~~

12
13
14 Policies

15
16 ~~1.6.1 The City shall produce annual performance reports of individual~~
17 ~~routes. These reports shall:~~

18
19 ~~a. Evaluate the efficiency of service delivery in terms of riders~~
20 ~~per mile, riders per hour, cost per service hour, cost per passenger~~
21 ~~trip, and other measures identified by RTS; and~~

22
23 ~~b. Separate funding sources by main bus, demand responsive system,~~
24 ~~and campus shuttle routes to distinguish the costs of operating each~~
25 ~~service.~~

26
27 ~~1.6.2 The City shall annually evaluate ridership to ensure that there~~
28 ~~is adequate capacity to accommodate any increases in ridership.~~
29 ~~Reserve capacity shall be a minimum of 1.25 percent of existing~~
30 ~~ridership.~~

31
32 ~~1.6.3 By June 1994, the City shall complete an inventory and evaluation~~
33 ~~of existing bus stops. The evaluation shall include the condition of or~~
34 ~~need for shelter, bicycle parking, route information, benches and waste~~
35 ~~receptacles.~~

36
37 ~~1.6.4 The City shall provide periodic maintenance of bus stops, and~~
38 ~~shall repeat the bus stop inventory and evaluation on an annual basis.~~

39
40 ~~1.6.5 The City in cooperation with the MTPD and FDOT shall identify~~
41 ~~locations to establish park and ride programs.~~

42
43 ~~1.6.6 By 1995, the City shall determine if there is adequate demand for~~
44 ~~providing evening service to locations that are considered as major~~
45 ~~ridership generators. Examples include the University of Florida~~
46 ~~Libraries, Santa Fe Community College Downtown Campus, area medical~~
47 ~~facilities, and major shopping/entertainment centers located on Archer~~
48 ~~Road, N.W. 13th Street and Newberry Road.~~

49
50 ~~1.6.7 By 1996, the City in cooperation with the Urban Area Bicycle~~
51 ~~Advisory Board shall identify strategic bus stops for the installation~~
52 ~~of bicycle racks and strategic routes to receive buses equipped with~~
53 ~~bike carriers.~~

54

1 ~~1.6.8 The City shall review progress toward the MTPO adopted modal~~
2 ~~split for the year 2005 of 85% auto trips, 5% bicycle trips, 5% transit~~
3 ~~trips, 5% pedestrian trips at each update of the GUATS Plan.~~

4
5 ~~1.6.9 New community facilities and shopping areas, within the main bus~~
6 ~~service area, shall be located no further than one half mile from~~
7 ~~transit routes.~~

8
9
10 ~~Goal 2~~

11 ~~MINIMIZE THE NEGATIVE IMPACTS OF TRANSPORTATION ON THE ENVIRONMENT AND~~
12 ~~NEIGHBORHOODS.~~

13
14
15
16 ~~Objective 2.1~~

17 ~~The motorized transportation network shall be designed to minimize~~
18 ~~intrusions into environmentally significant areas and shall include~~
19 ~~streetscaping.~~

20
21
22
23 ~~Policies~~

24
25 ~~2.1.1 The City shall coordinate with FDOT and Alachua County to~~
26 ~~designate appropriate routes for hazardous materials handlers, such~~
27 ~~routes shall be consistent with well field protection.~~

28
29 ~~2.1.2 Improvements to transportation corridors shall include provisions~~
30 ~~to enhance the aesthetic character of the city through landscape design~~
31 ~~and augmentation of the tree canopy.~~

32
33 ~~2.1.3 The motorized transportation system shall be designed to~~
34 ~~minimized the impacts on viable residential and single family~~
35 ~~neighborhoods.~~

36
37 ~~D. Aviation Element~~

38
39 ~~goal 1~~

40
41 ~~PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS,~~
42 ~~COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT~~
43 ~~MANNER.~~

44
45
46 ~~Objective 1.1~~

47 ~~The City shall promote the Gainesville Regional Airport as the aviation~~
48 ~~facility for Gainesville and its air service area, and support the~~
49 ~~implementation of the 1987 Gainesville Airport Master Plan through the~~
50 ~~year 2001 as long as its improvements and operations are consistent~~
51 ~~with the City's Comprehensive Plan.~~

52
53
54
55 ~~Policies~~

1 ~~1.1.1 The City shall use the 1987 Gainesville Regional Airport Master~~
2 ~~Plan as the future land use guide for development in and around the~~
3 ~~airport.~~

4
5 ~~1.1.2 By June 1992, the City shall adopt Land Development Regulations~~
6 ~~that implement an Airport Facility Overlay District to guide future~~
7 ~~airport improvements and to ensure compliance with the Comprehensive~~
8 ~~Plan.~~

9
10 ~~1.1.3 The City shall ensure that airport improvements are in compliance~~
11 ~~with the City's Conservation, Open Space and Groundwater Recharge~~
12 ~~Element.~~

13
14 ~~1.1.4 The City shall ensure that the development of Airport property be~~
15 ~~consistent with the objectives and policies of the Conservation, Open~~
16 ~~Space and Groundwater Recharge Element including the mitigation of any~~
17 ~~adverse structural and non-structural impacts.~~

18
19
20 ~~Objective 1.2~~

21
22 ~~By 1996, the City shall eliminate incompatible land uses within airport~~
23 ~~noise contours and hazardous obstructions affecting the landing,~~
24 ~~takeoff, or maneuvering of aircraft.~~

25
26
27 ~~Policies~~

28
29 ~~1.2.1 The City's Future Land Use Element shall designate compatible~~
30 ~~land uses within the vicinity of the airport.~~

31
32 ~~1.2.2 The City shall continue to work with Alachua County to ensure~~
33 ~~that incompatible land uses within the 65, 70 and 75 Ldn airport noise~~
34 ~~contours are eliminated.~~

35
36 ~~1.2.3 The City shall encourage the Gainesville Alachua County Regional~~
37 ~~Airport Authority to acquire adjacent land which is not compatible with~~
38 ~~the Airport as identified in the FAR Part 150 Study, and determined to~~
39 ~~be economically feasible by federal and state land acquisition~~
40 ~~regulations.~~

41
42 ~~1.2.4 By June 1992, the City shall adopt Land Development Regulations~~
43 ~~which will limit the height of structures and other uses affecting~~
44 ~~navigable airspace in and around the airport.~~

45
46
47 ~~Objective 1.3~~

48
49 ~~The City shall continue to ensure future aviation projects are~~
50 ~~integrated with the City's traffic circulation system and with other~~
51 ~~modes of transportation.~~

52
53
54 ~~Policies~~

1 ~~1.3.1 Proposed airport expansions by the Gainesville Alachua County~~
2 ~~Regional Airport Authority shall be coordinated with transportation~~
3 ~~plans by the Florida Department of Transportation and the Metropolitan~~
4 ~~Transportation Planning Organization.~~

5
6
7 Objective 1.4

8
9 ~~The City shall continue to coordinate airport growth with appropriate~~
10 ~~aviation or other related organizations.~~

11
12
13 Policies

14
15 ~~1.4.1 The City shall continue to work with the Gainesville Alachua~~
16 ~~County Regional Airport Authority on all of its aviation projects.~~

17
18 ~~1.4.2 The Gainesville Alachua County Regional Airport Authority shall~~
19 ~~coordinate with the City, the Federal Aviation Administration, the~~
20 ~~Florida Department of Transportation, North Central Florida Regional~~
21 ~~Planning Council, the Continuing Florida Aviation System Planning~~
22 ~~Process and other appropriate agencies on all of its aviation projects.~~




Transportation Mobility Element Map Series

- Functional Classification of Streets
- Limited and Controlled Access Facilities
- Major Parking Facilities
- Parking Garages
- Transit Routes (Walking Service Area)
- Transit Routes (Bicycle Service Area)
- Existing & Potential Transit Hubs, Terminals, Transfer Stations
- Transportation Concurrency Exception Area
- Gainesville Trail Network
- Bicycle Facility Types
- Rail & Airport Facilities
- Airport Clear Zones and Obstructions
- Maintenance Responsibility
- Number of Lanes
- Major Trip Generators & Attractors
- Existing Street LOS, 6/00
- Natural Disaster Emergency Evacuation Routes

FUNCTIONAL CLASSIFICATION OF STREETS

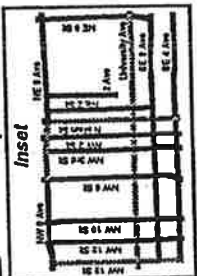
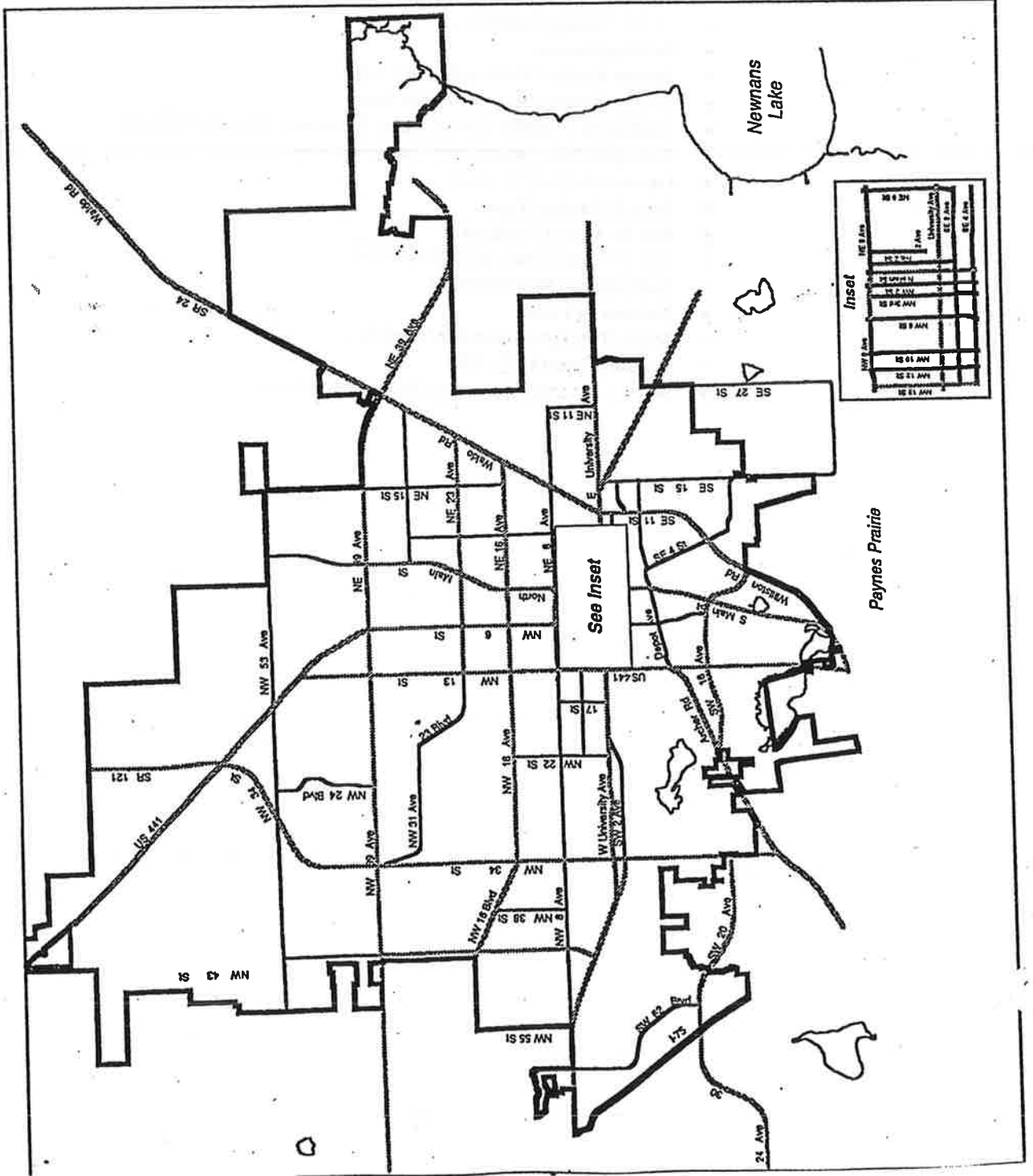
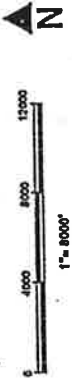
Arterials & Collectors

Legend

-  Arterials
-  Collectors
-  Gainesville City Limits

Notes: Street segments shown are wholly or partially within city limits.
Designation is based on Florida Department of Transportation Functional Classification.

City of Gainesville, Florida
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April 2000



Newmans Lake



Paymes Prairie

See Inset

LIMITED AND CONTROLLED ACCESS FACILITIES

Existing Traffic Circulation

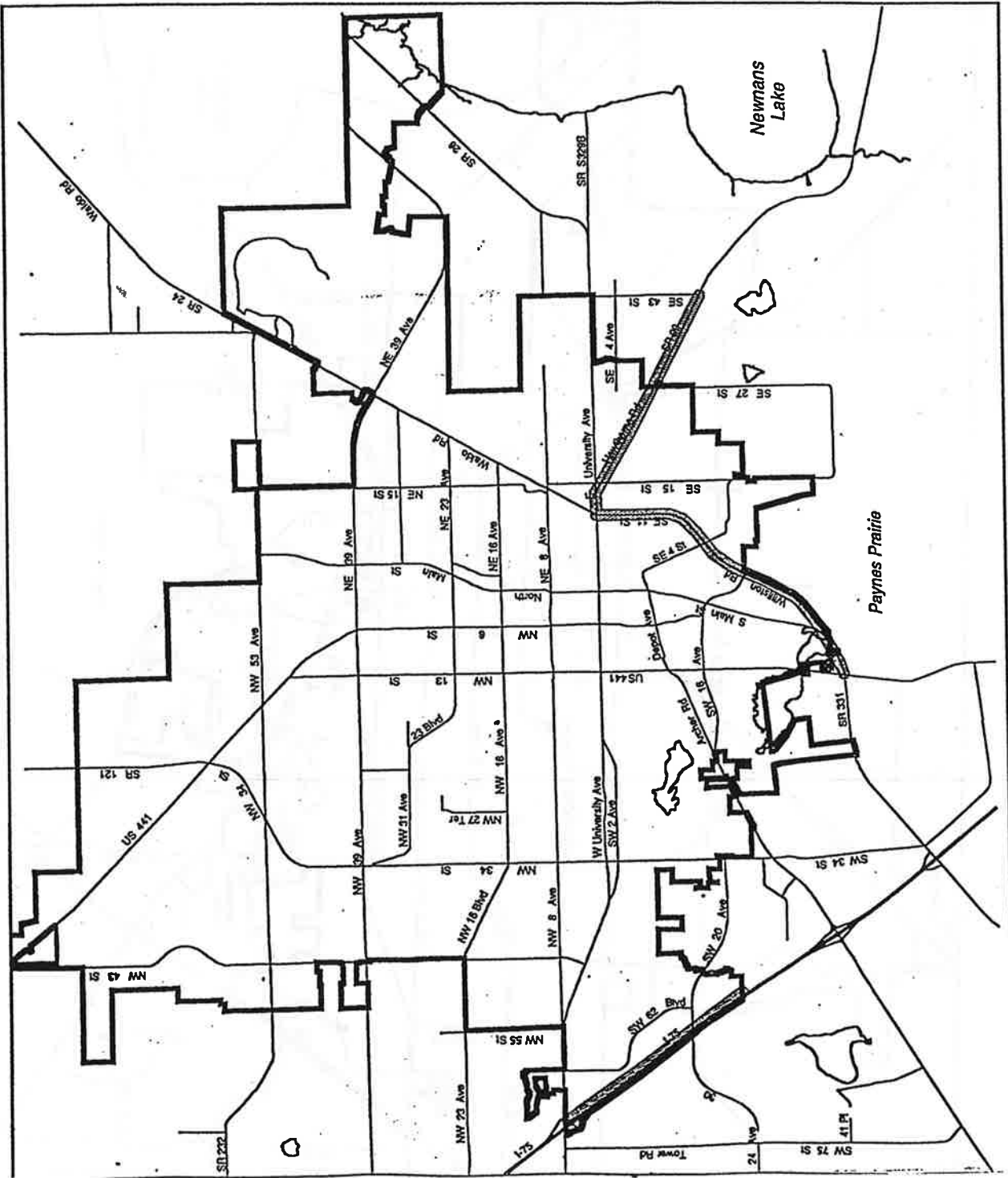
Legend

-  Intrastate System
-  Gainesville City Limits

Notes: Roadway Segments shown are wholly or partially within city limits. Designation based on Florida Department of Transportation Functional Classification.





City of Gainesville
Gainesville, Florida

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February 2000



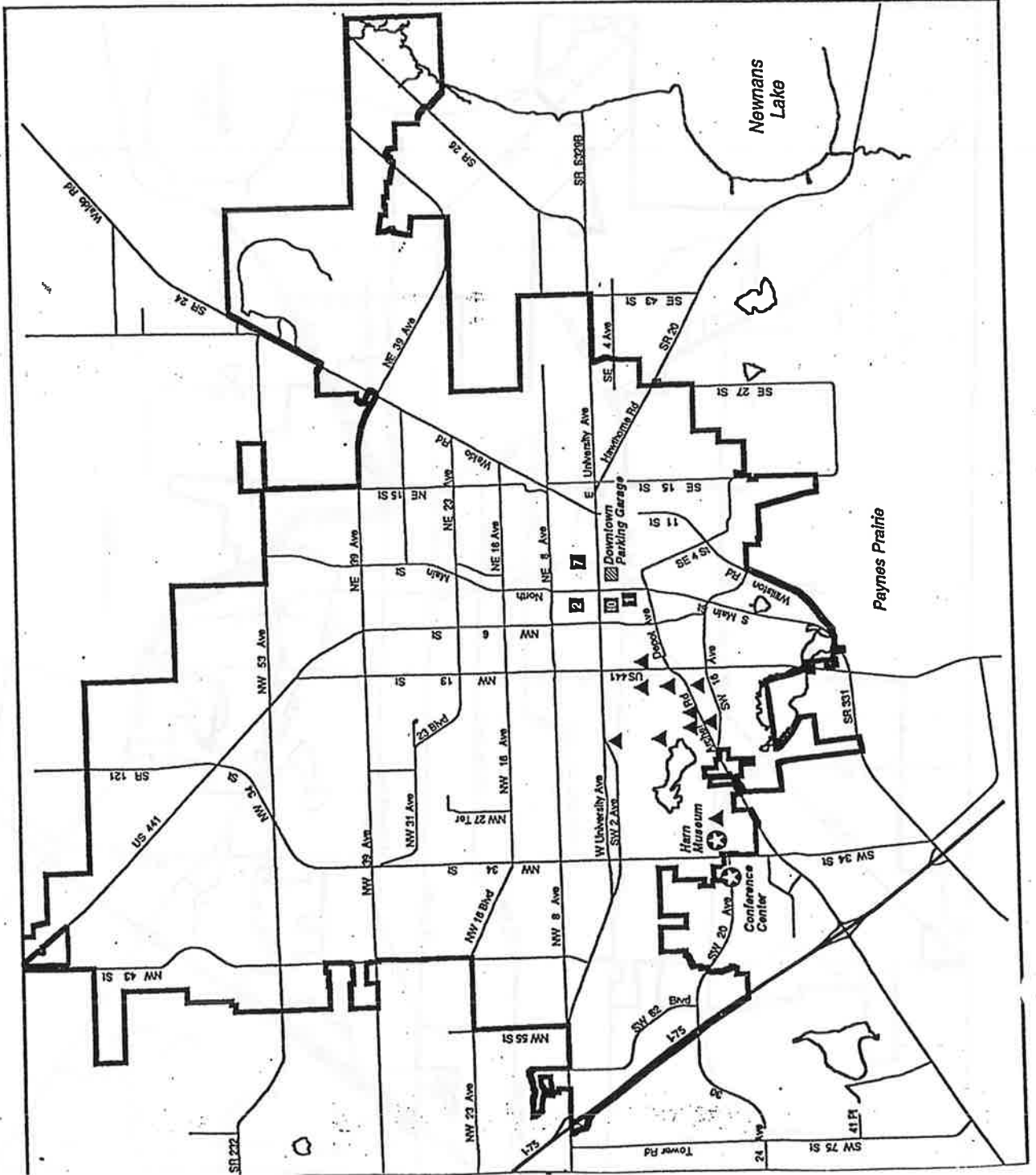
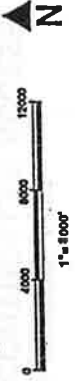
MAJOR PARKING FACILITIES

Legend

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

City of Gainesville
Gainesville, Florida

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August 2000



PARKING GARAGES

University of Florida Campus

Legend

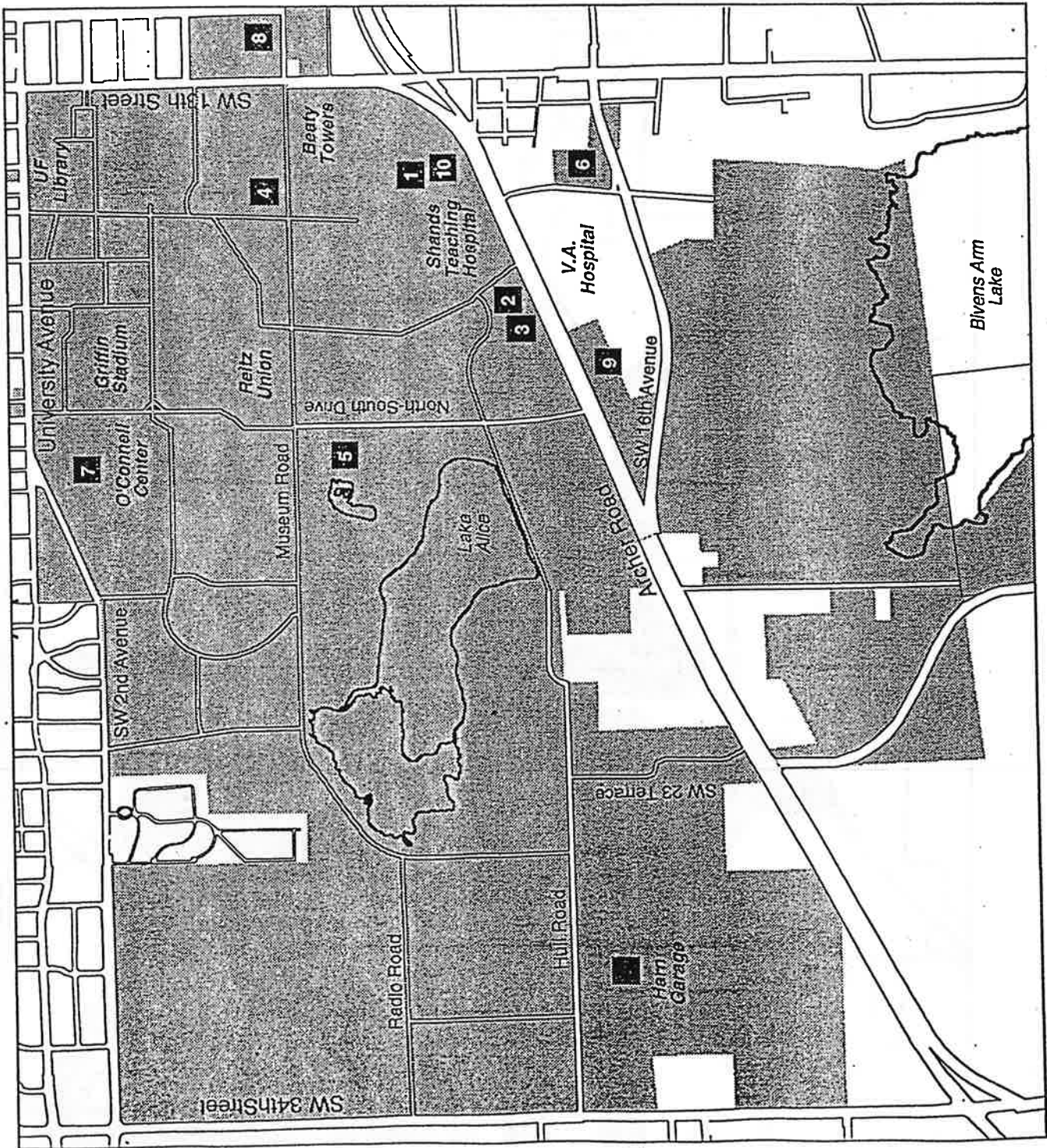
#	Parking Garages	Facility	# of Spaces
1		Garage 1	472
2		Garage 2	883
3		Garage 3	919
4		Garage 4	659
5		Garage 5	1,263
6		Garage 6	607
7		Garage 7	596
8		Garage 8	478
9		Garage 9	749
10		Garage 10	809
		Horn Garage	750

University of Florida



City of Gainesville
Gainesville, Florida

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August 2000



TRANSIT ROUTES

Walking Service Area

Legend

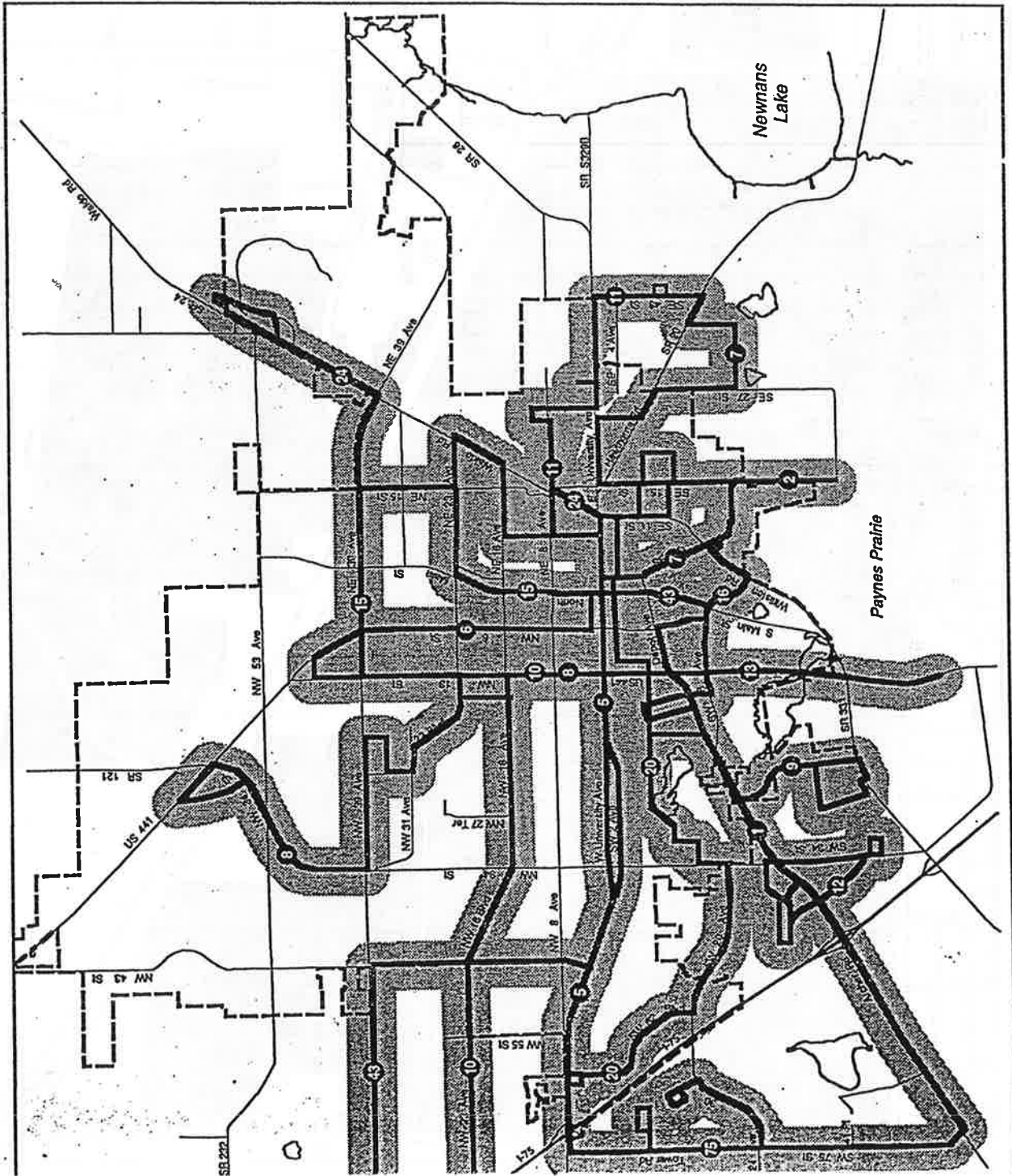
- 1/4 Mile Walking Distance from Transit Route
- Bus Route
- City Limits

Source: Gainesville RTS, Spring 2000, Bus Schedule.

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

City of Gainesville
Gainesville, Florida

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TRANSIT ROUTES

Bicycle Service Area

Legend

- 1 Mile Bicycle Service Area from Transit Route
- Bus Route
- City Limits

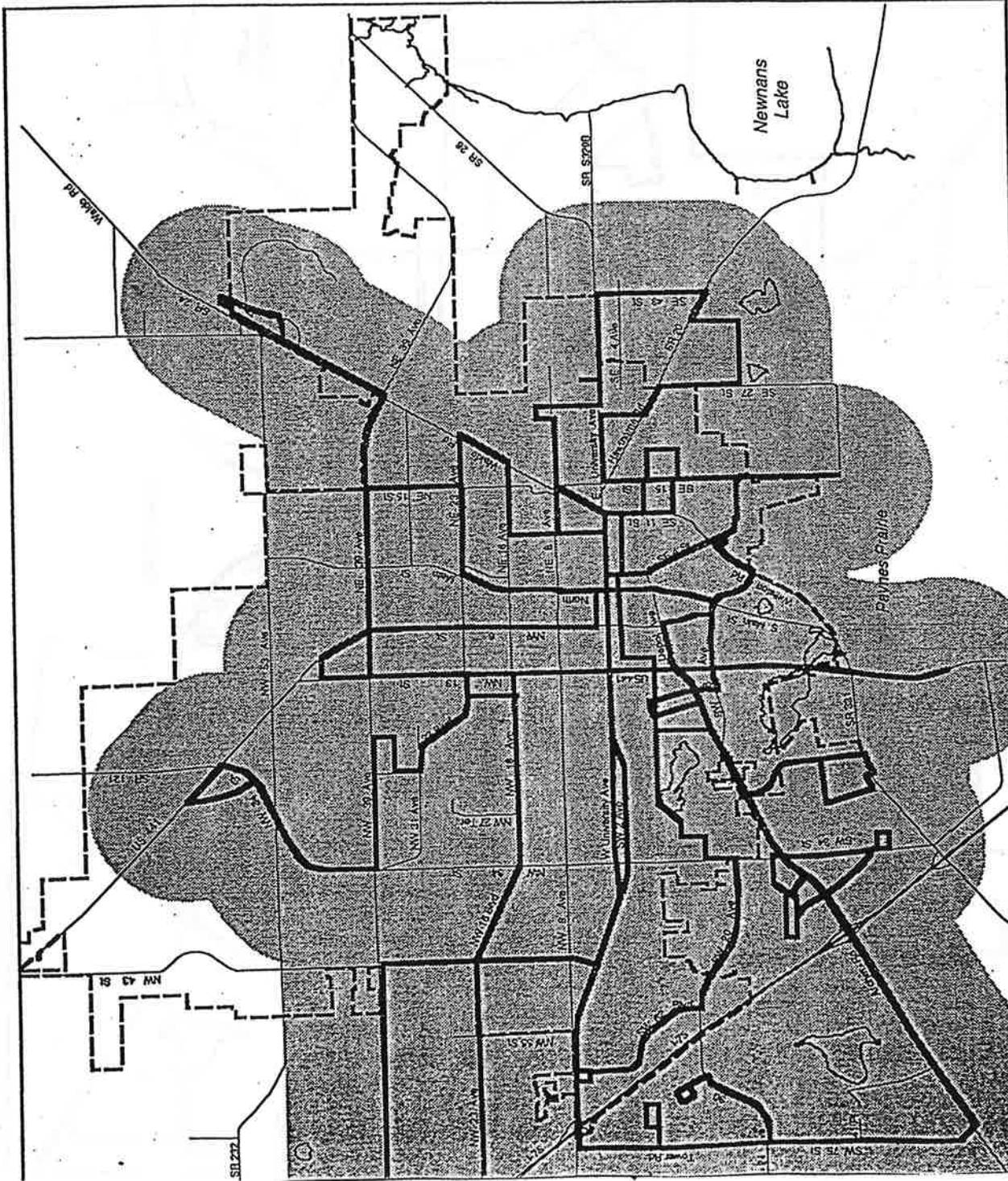
Source: Gainesville RTS, Spring 2000, Bus Schedule.
Routes 300 (UF Express) and A (Downtown to Rollz Union) are specially routes and are not shown.

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Department of Community Development
August 2000



1" = 8000'



EXISTING & POTENTIAL TRANSIT HUBS, TERMINALS, TRANSFER STATIONS

Transportation Mobility Map Series

Existing Hubs

1. North 13th Street/Neighborhood Center
2. Oaks Mall/North Florida Regional Hospital
3. University of Florida/Shands/VVA Hospital
4. Downtown Area

Potential Hubs

5. Northwood Shopping Center
6. Hunter's Crossing
7. Ridgeway Village Shopping Area
8. Hancock Village (bully/Townsend (unbuilt))
9. Exchange Center
10. Winn Dixie/Big Lots
11. Milhopper/Thornbrook Village
12. Northgate Shopping Center
13. Main Street Shopping Center
14. Camp/Filmer (Waldo Road)
15. Corporate park
16. Westgate/Westgate Regency
17. Regional Transit System Transit Center Site (within downtown area); to be built
18. Waldo Road/East University Avenue
19. Food Lion
20. South Main Street & South 16th Avenue

Transit Terminals

20. Downtown Plaza
21. UF Campus

Transfer Stations

22. Oaks Mall
23. Butler Plaza

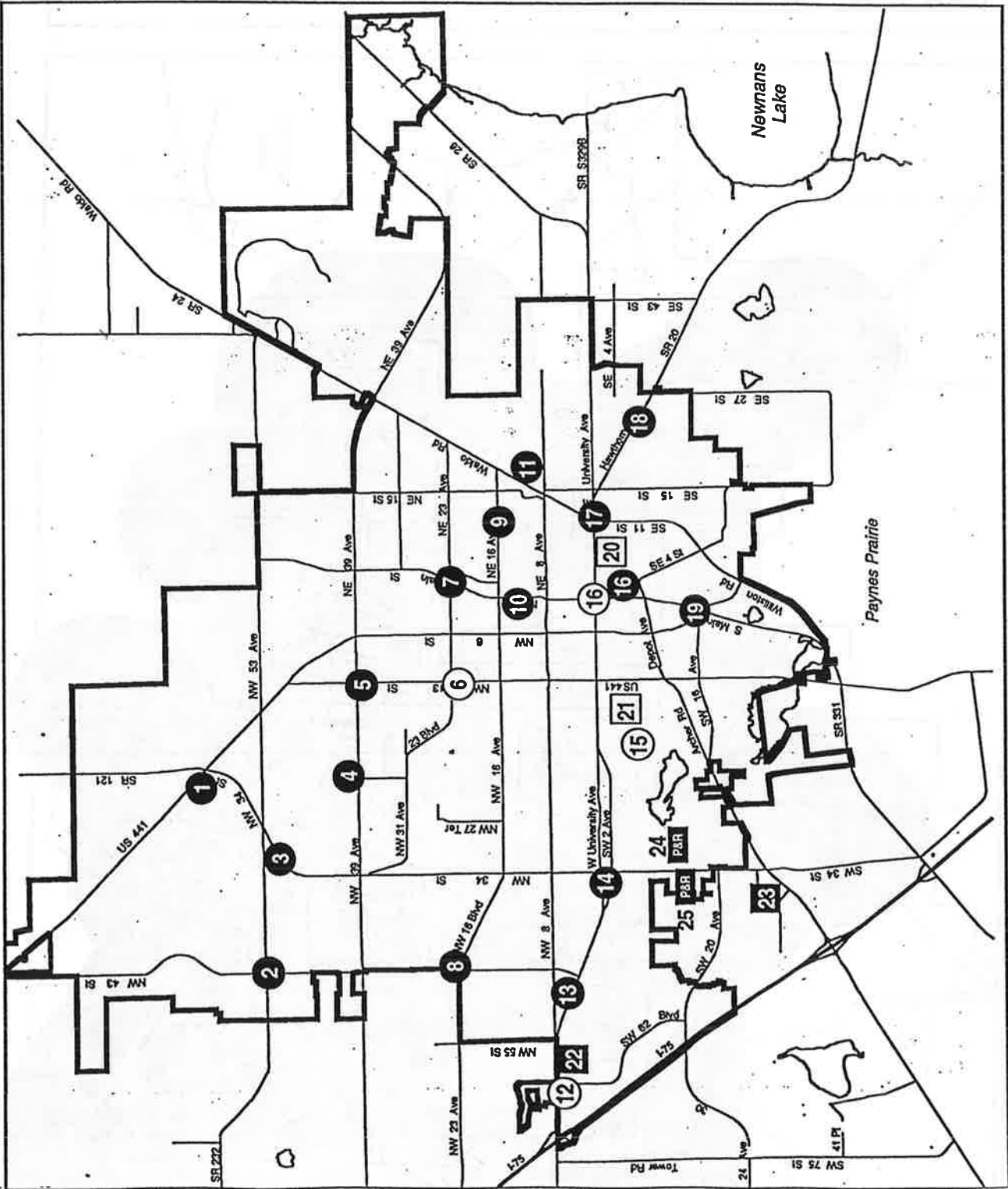
P&R Park & Ride Facility

24. Ham Museum
25. UF Conference Center

— Gainesville City Limits

City of Gainesville Gainesville, Florida

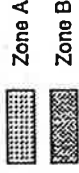
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August 2001



TRANSPORTATION CONCURRENCY EXCEPTION AREA

Legend

Transportation Concurrency
Exception Area Sub-Zones

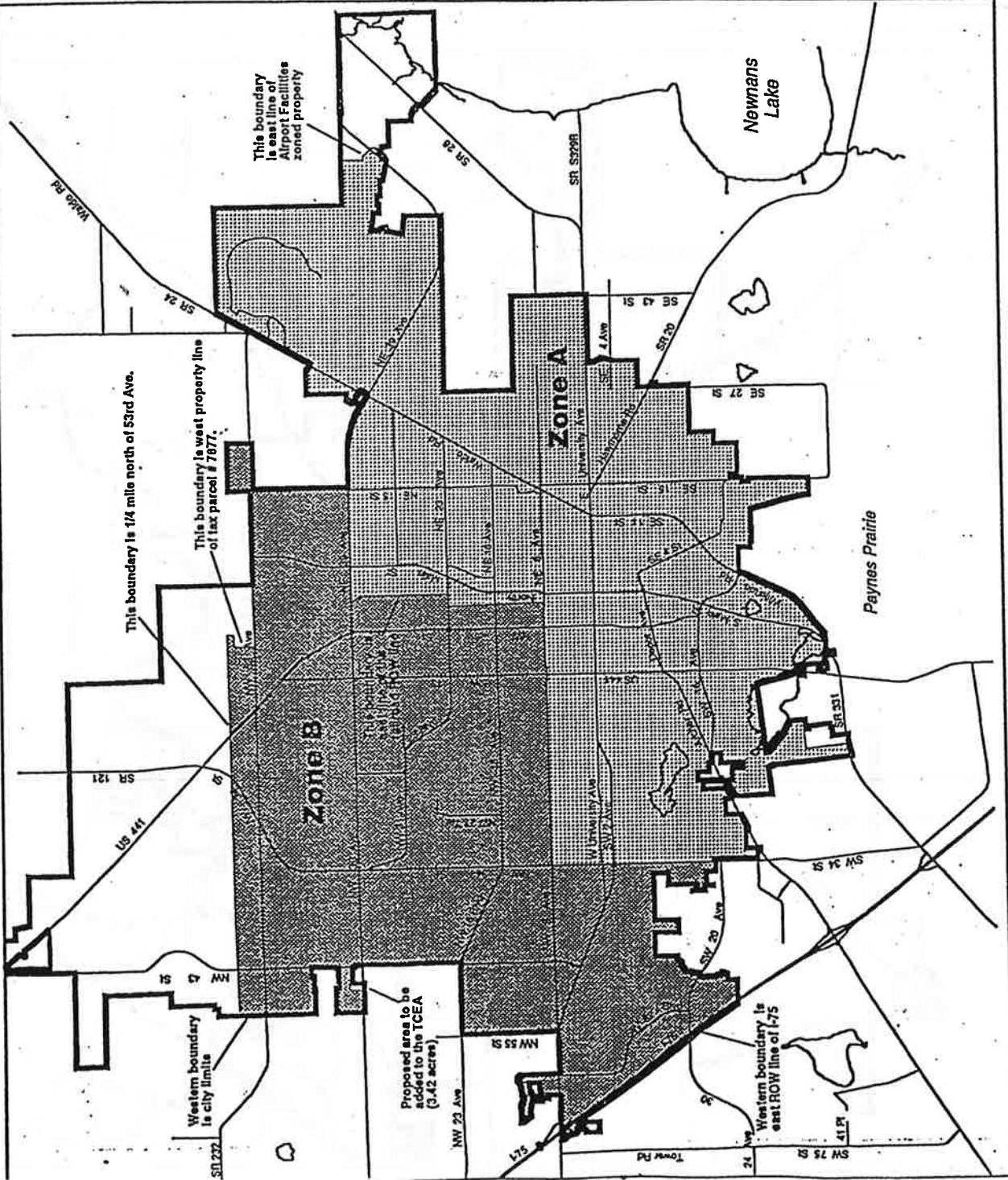


City Limits



City of Gainesville
Gainesville, Florida

Prepared by the
Department of Community Development
January 2001



GAINESVILLE TRAIL NETWORK

Designated & Future

- Designated Network Trail - with Existing Trail
- ▬ Designated Network Trail - Trail not Installed
- ◄— Future Network Trails
- ▬ Gainesville City Limits

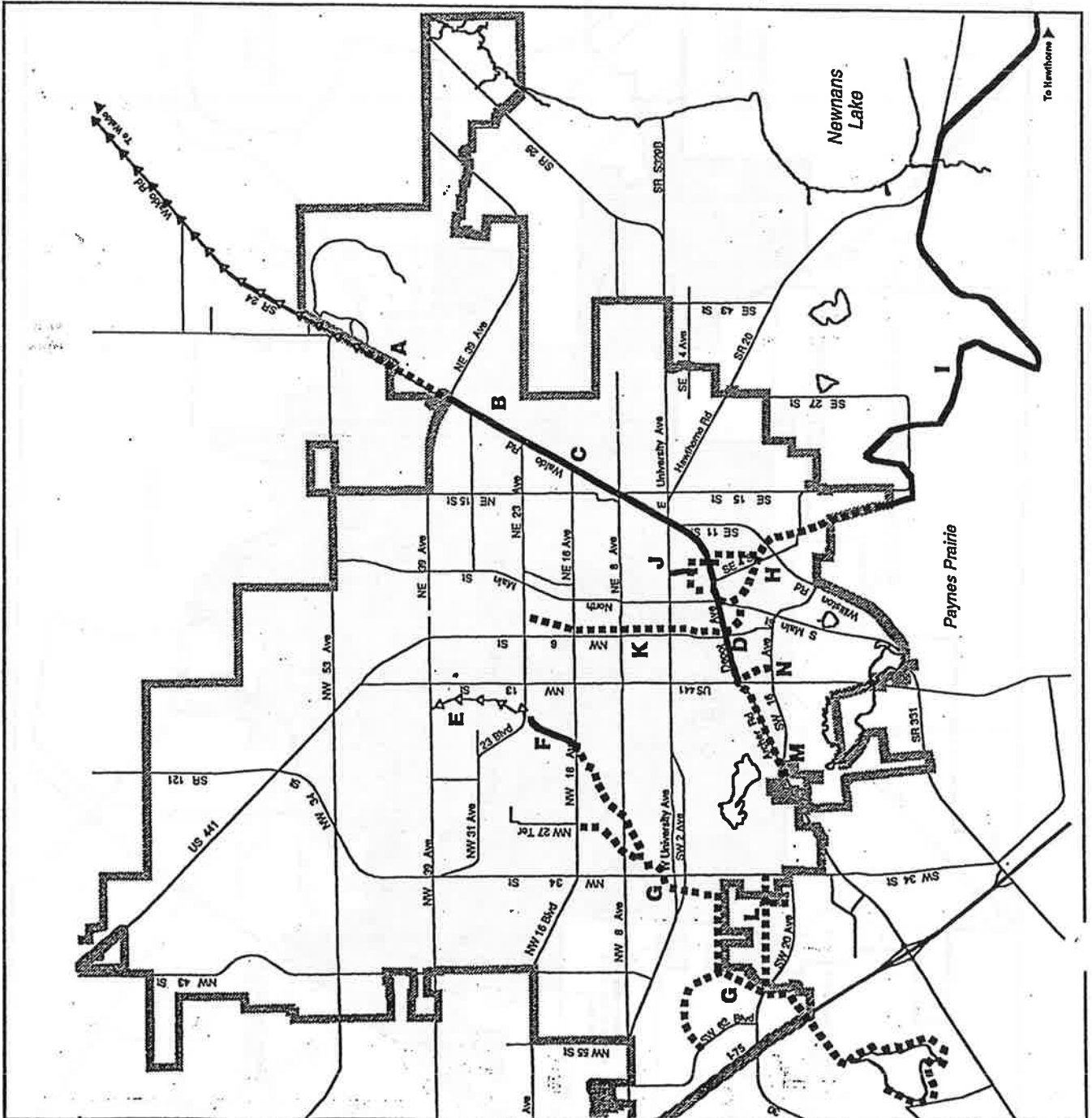
NETWORK TRAILS

NETWORK TRAILS	Existing	Proposed	TOTAL
WALDO-DEPOT RAIL TRAIL:	0	1.0	1.0
A NE 39th Ave to NE 47 Ave	1.4	0	1.4
B NE 39th Ave to NE 16th Ave	2.2	0	2.2
C NE 16th Ave to Main St	1.1	0	1.1
D Main St to Univ Center Hotel	4.7	1.0	5.7
HOGTOWN TRAIL:	0	1.0	1.0
E NW 39th Ave to Ring North	0.5	0	0.5
F Ring North to NW 16th Ave	0	5.5	5.5
G NW 16th Ave to Kungahua	0.5	6.5	7.0
HAWTHORNE RAIL TRAIL:	0	1.9	1.9
H Main St to Bouwhare	7.4	0	7.4
I Bouwhare to GUA	7.4	1.9	9.3
SWEETWATER TRAIL:	0.2	0	0.2
J University Ave to 4th Ave	0	2.6	2.6
6TH STREET TRAIL:	0	2.6	2.6
K NW 23rd St to Main St	0	1.2	1.2
20TH AVE CHARENTE TRAILS:	0	0.3	0.3
L Hub Road Extension Trail:	0	1.5	1.5
SW 20 Ave to SW 34 St	0	0.9	0.9
Park n Ride Lot 2 to SW 20 Ave	0	0.4	0.4
M Simpson Memorial Trail:	0	0.9	0.9
Univ. Center Hotel to SW 23 Terr	0	0.4	0.4
N PK Youngs Trail:	0	0.4	0.4
SW 10 Terr to Depot Ave	0	0.4	0.4

Total Miles: 27.6

City of Gainesville
Gainesville, Florida





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August 2000



BICYCLE FACILITY TYPES

Existing

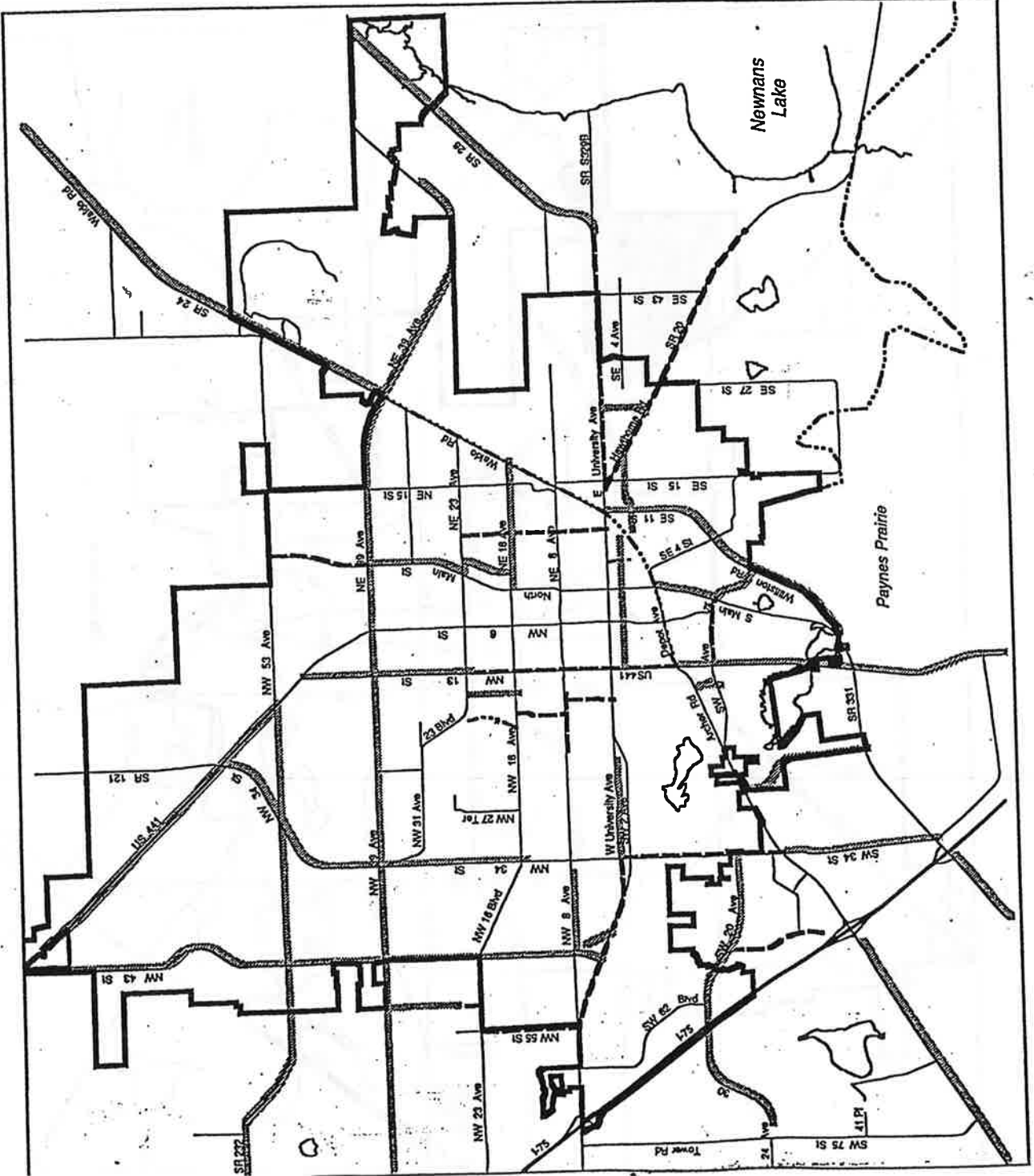
Legend

-  Bike Lane or Paved Shoulder
-  Wide Curb Lane or Parking Lane w/ Minimal Use
-  Off-Street Facility
-  City Limits

Source: "Gainesville Bikeway System Map" prepared by the City of Gainesville Traffic Engineering Department and the Bicycle/Pedestrian Advisory Board, 12/99.

City of Gainesville
Gainesville, Florida

Prepared by the
Department of Community Development
August 2000



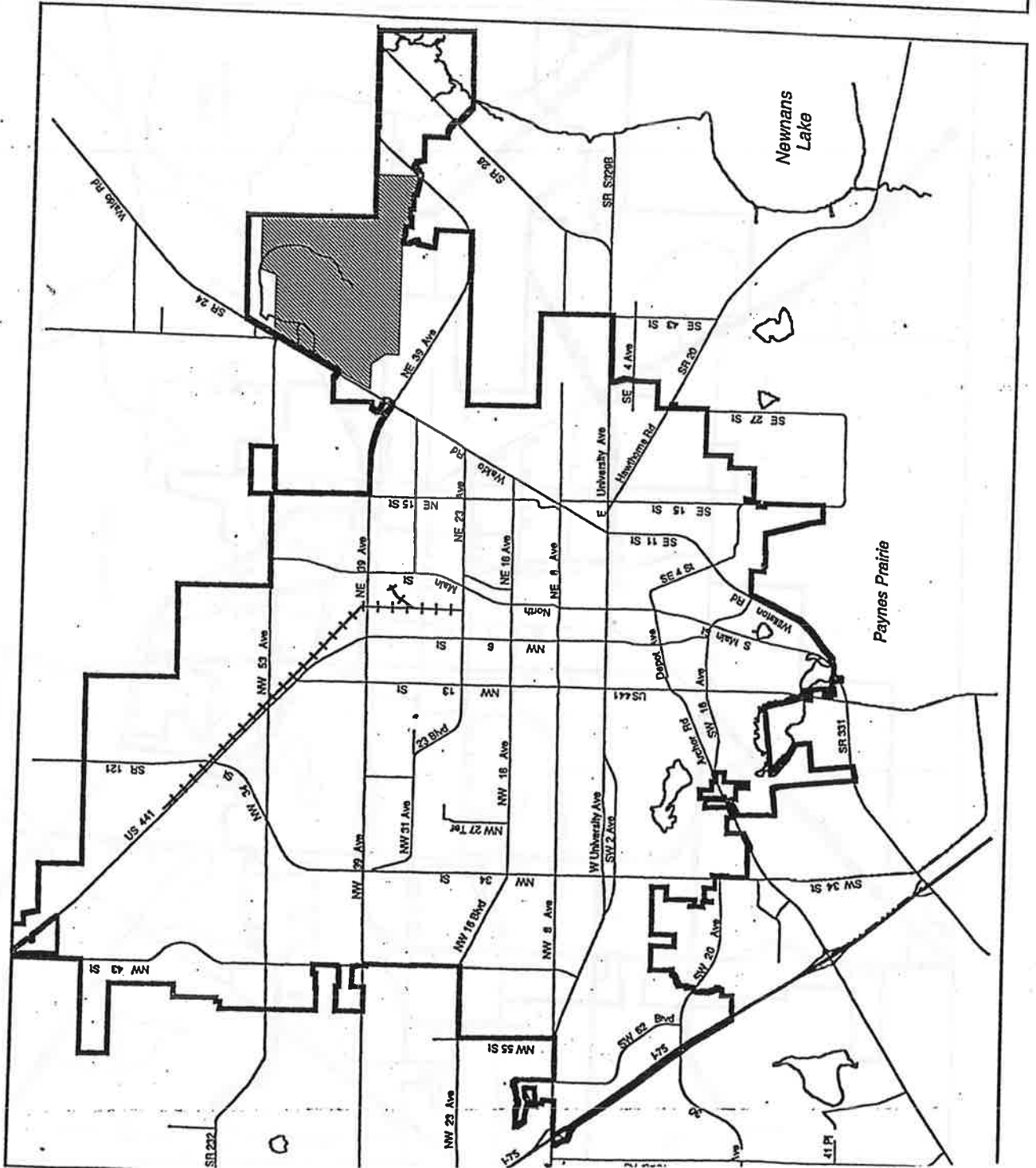
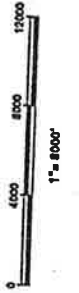
RAIL & AIRPORT FACILITIES

Legend

- +++ Active Railways
- ▨ Airport
- Gainesville City Limits

**City of Gainesville
Gainesville, Florida**

Prepared by the
Department of Community Development
February 2000



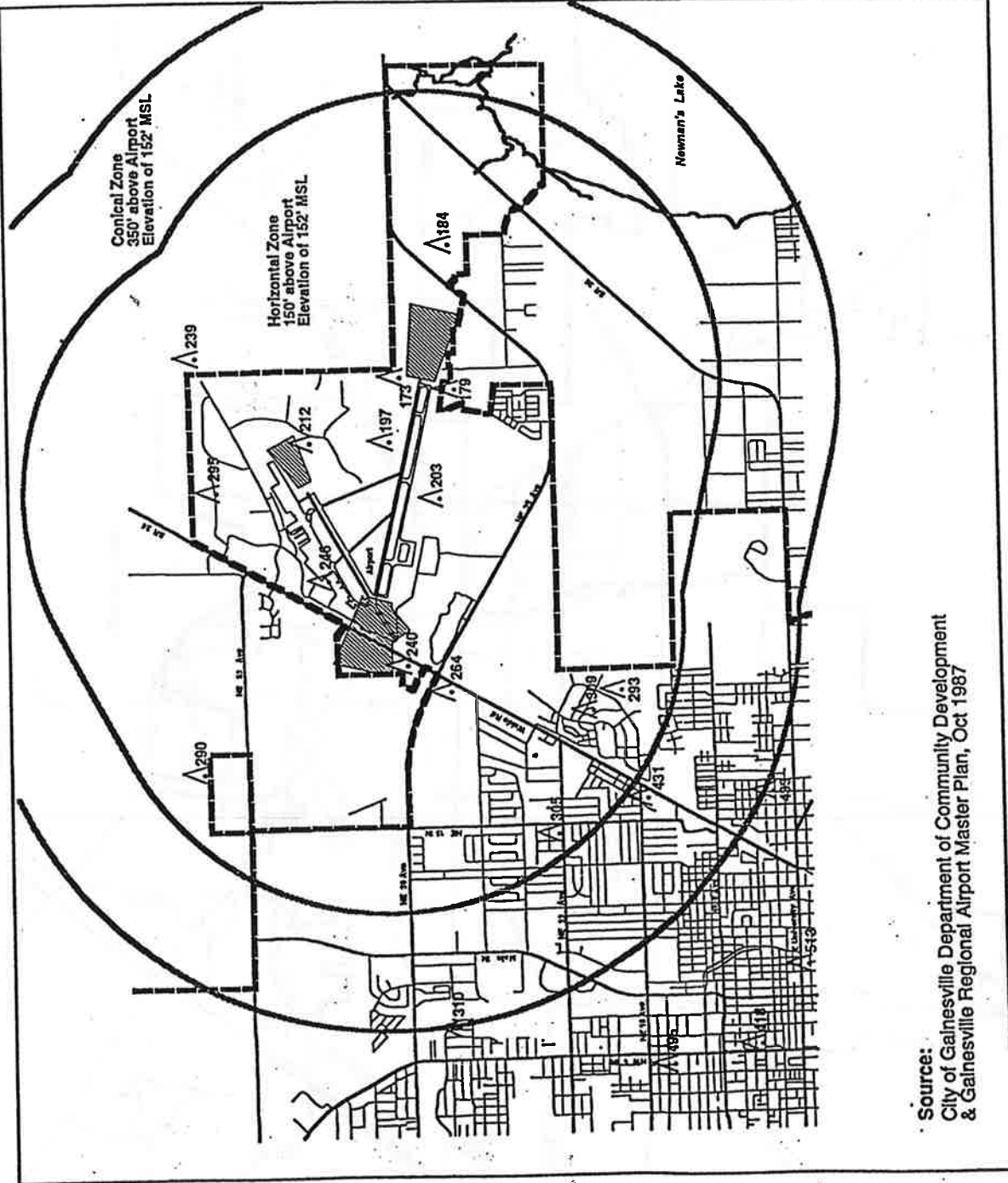
AIRPORT CLEAR ZONES AND OBSTRUCTIONS

Legend

-  Clear Zones
-  Obstructions
-  City Limits

City of Gainesville
Gainesville, Florida

Prepared by the
Department of Community Development
February 2000



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

NUMBER OF LANES

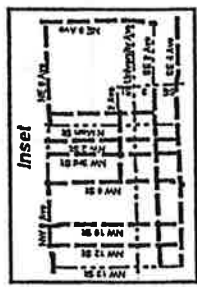
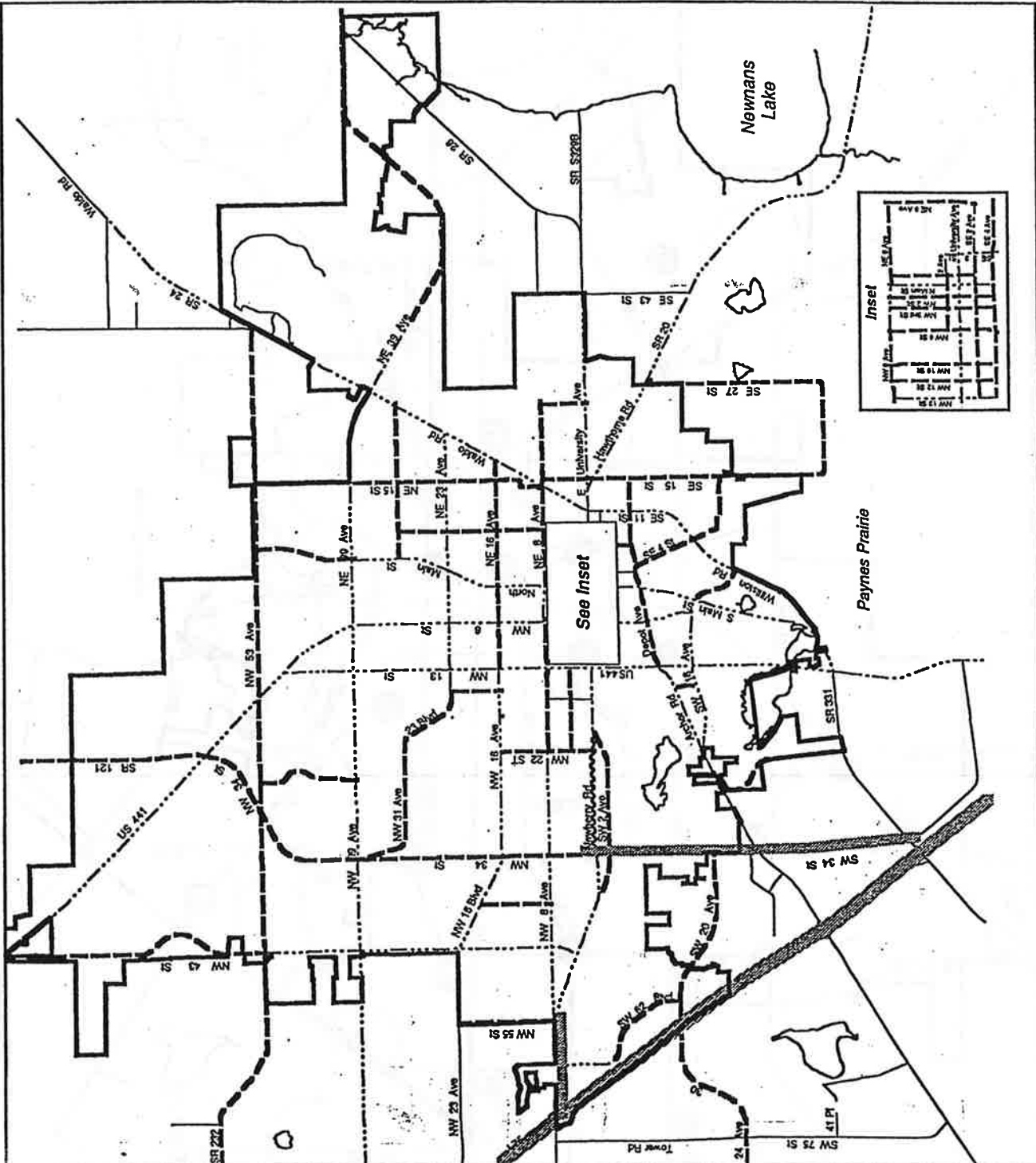
Existing Traffic Circulation

Legend

- 2 Lane
- - - 3 Lane
- · · 4 Lane
- ▨ 6 Lane
- Gainesville City Limits

City of Gainesville
Gainesville, Florida

Prepared by the
Department of Community Development
April 2000



MAJOR TRIP GENERATORS & ATTRACTORS

2000-2010 Future Transportation
Mobility Map Series

Legend

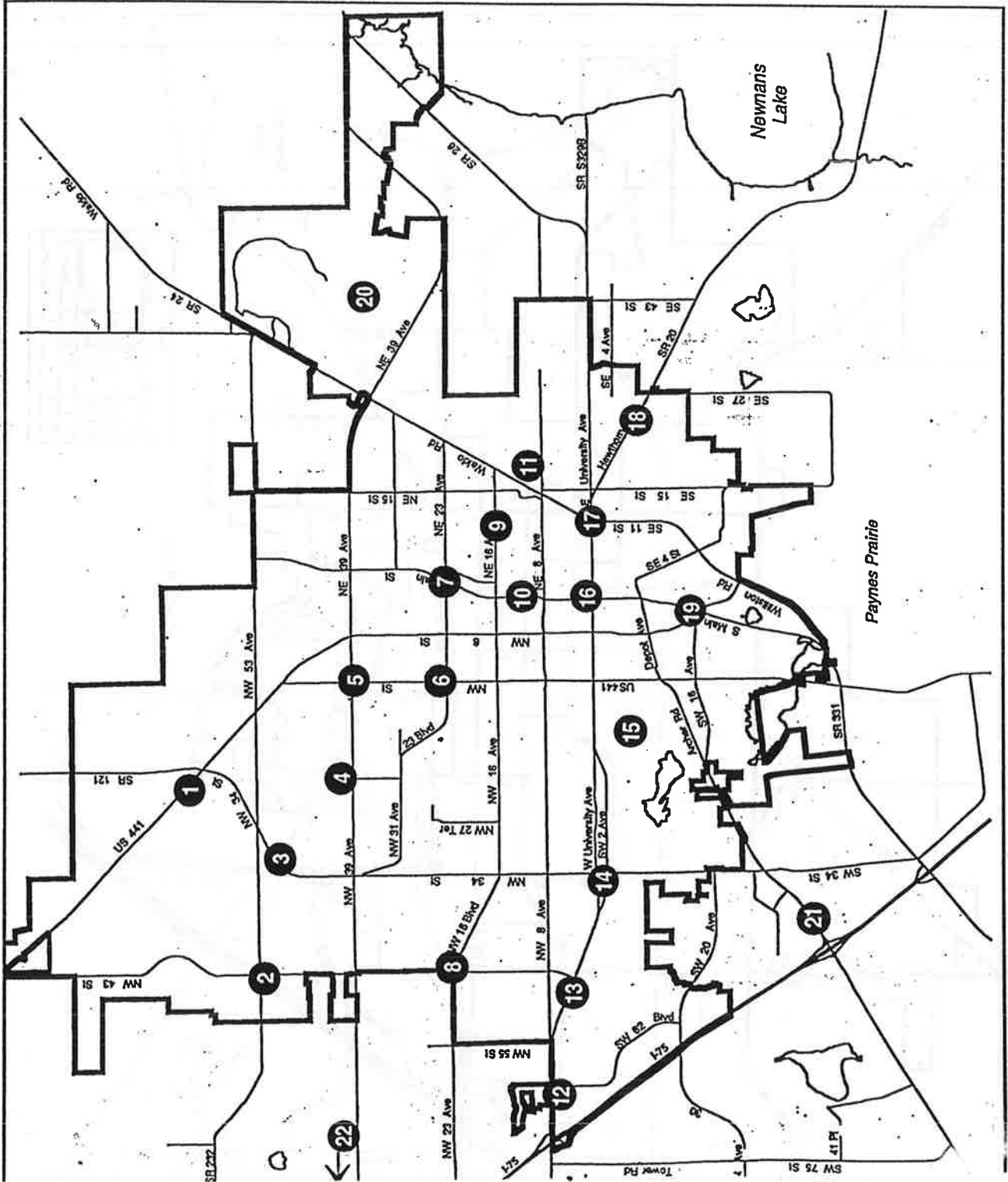
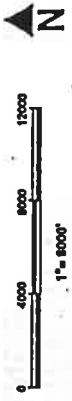
Major Trip Generators & Attractors

1. Northwood Shopping Center
2. Hunter's Crossing
3. Ridgeway Village Shopping Area
4. Hancock Village (Dunley/Townsend (unbuilt))
5. Exchange Center
6. North 13th Street Activity Center
7. Winn Dixie/Big Lots
8. Milhopper/Thornbrook Village
9. Northgate Shopping Center
10. Main Street Shopping Center
11. Camp/Finner (Waldo Road)
12. Oaks Mall/North Florida Regional Hospital
13. Corporate park
14. Westgate/Westgate Regency
15. University of Florida/Shands/VA Hospital
16. Downtown Area
17. Waldo Road/East University Avenue
18. Food Lion
19. South Main Street & South 16th Avenue
20. Airport
21. Buller Plaza
22. SFCC/Springhill

— Gainesville City Limits

City of Gainesville Gainesville, Florida

Prepared by the
Department of Community Development
August 2001



EXISTING STREET LOS, 6/00

Legend

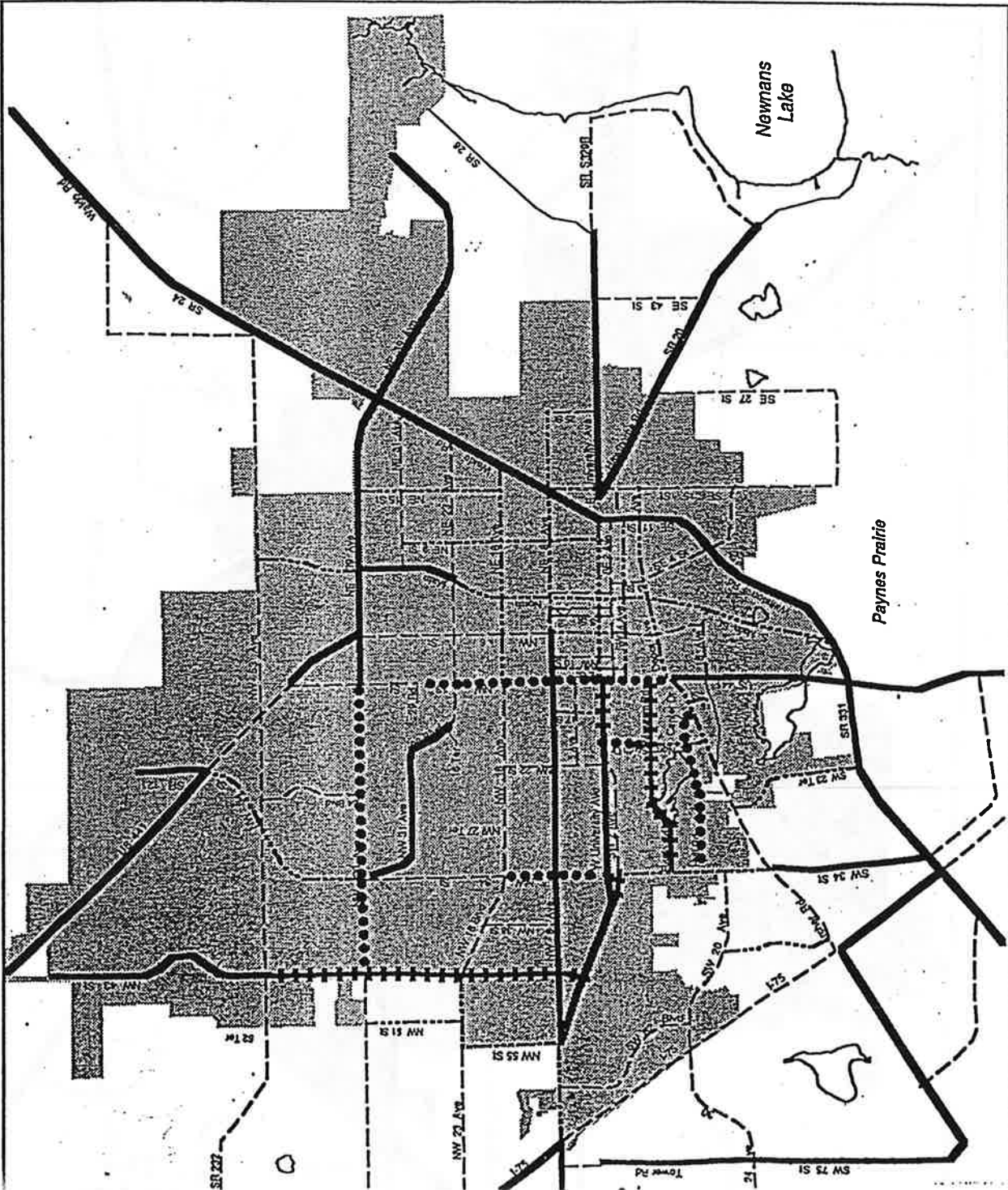
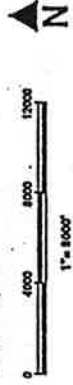
- LOS A
- LOS B
- - - LOS C
- · - · - LOS D
- + + - + LOS E
- • • • • LOS F
- ▒ Gainesville City Limits

Does not include trips reserved for approved development.

Source: 6/00 LOS Map Series prepared by NCFRPC

City of Gainesville Gainesville, Florida

Prepared by the
Department of Community Development
June 2000



NATURAL DISASTER EMERGENCY EVACUATION ROUTES

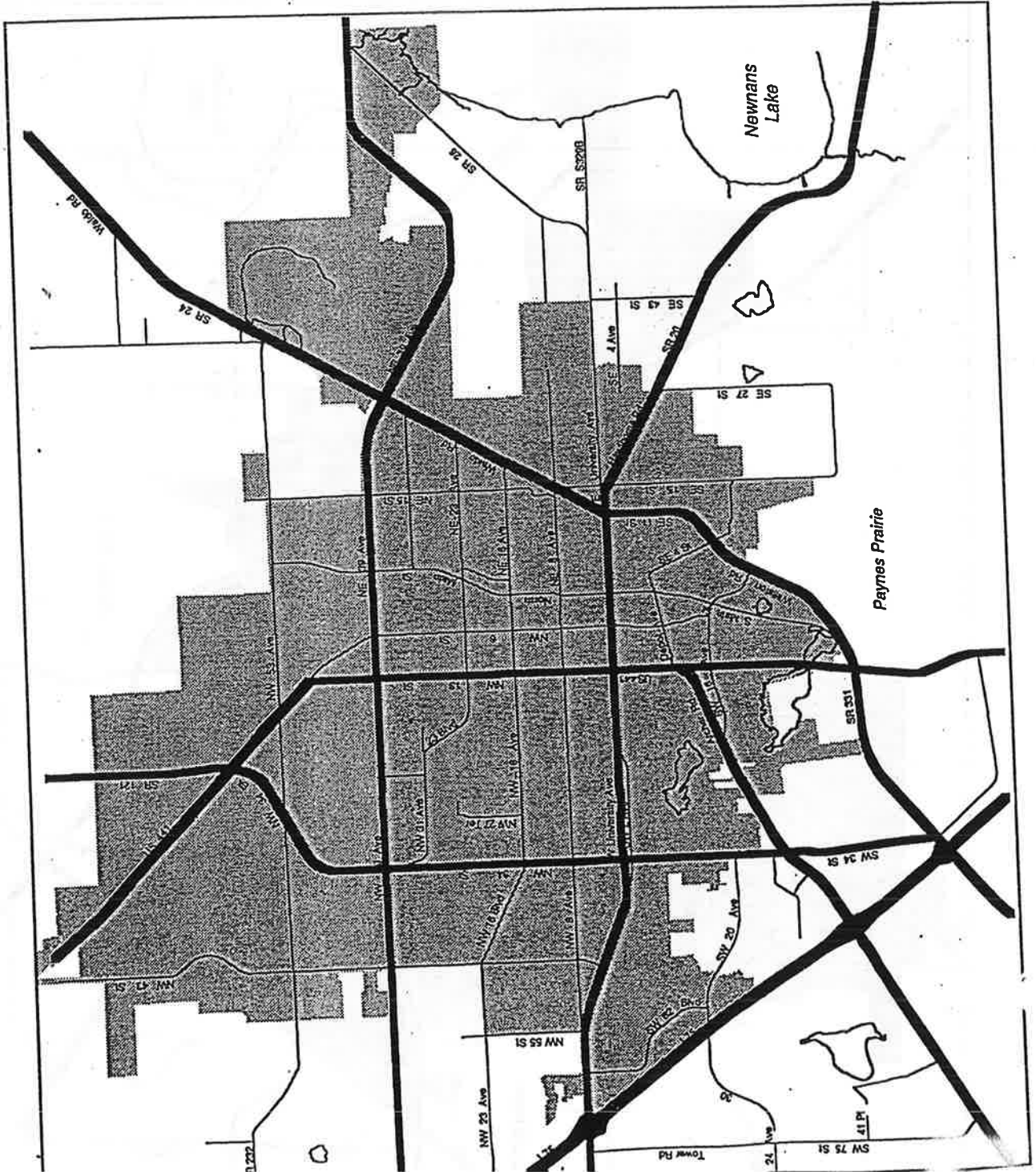
Legend

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

Source: Florida Division of Emergency
Management, July 1999

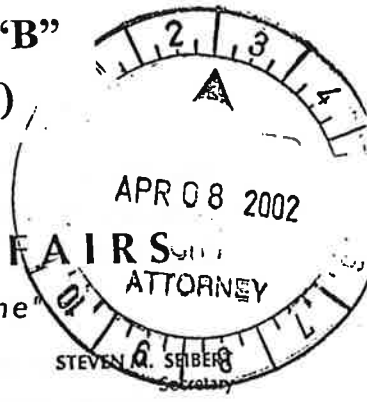
**City of Gainesville,
Florida**

Prepared by the
Department of Community Development
February 2000





**ATTACHMENT "B"
(COMPOSITE)**



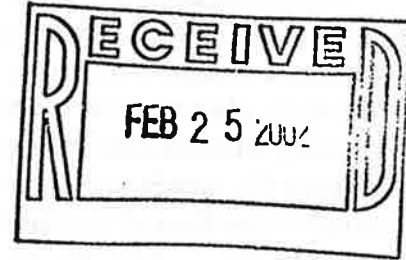
STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

February 22, 2002

The Honorable Thomas Busing
Mayor, City of Gainesville
200 East University Avenue
Post Office Box 490, Station 6
Gainesville, Florida 32602-0490



Dear Mayor Busing:

The Department of Community Affairs has completed its review of the proposed Comprehensive Plan Amendment for the City of Gainesville (DCA No. 02-1ER), which was received on December 13, 2002. Copies of the proposed amendment have been distributed to appropriate state, regional and local agencies for their review, and their comments are enclosed.

I am enclosing the Department's Objections, Recommendations and Comments (ORC) Report, issued pursuant to Rule 9J-11.010, Florida Administrative Code (F.A.C.). The issues identified in this ORC Report include comments related to wetlands policies, wildlife and habitat maps and plan consistency.

Upon receipt of this letter, the City of Gainesville has 120 days in which to adopt, adopt with changes, or determine that the City will not adopt the proposed amendment. The process for adoption of local government comprehensive plan amendments is outlined in s. 163.3184, Florida Statutes (F.S.), and Rule 9J-11.011, F.A.C. The City must ensure that all ordinances adopting comprehensive plan amendments are consistent with the provisions of Chapter 163.3189(2)(a), F.S.

Within ten working days of the date of adoption, the City of Gainesville must submit the following to the Department:

Three copies of the adopted comprehensive plan amendments;

A listing of additional changes not previously reviewed;

A listing of findings by the local governing body, if any, which were not included in the ordinance; and

A statement indicating the relationship of the additional changes to the Department's Objections, Recommendations and Comments Report.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

The Honorable Thomas Busing
February 22, 2002
Page Two

The above amendment and documentation are required for the Department to conduct a compliance review, make a compliance determination and issue the appropriate notice of intent.

Please be advised that the Florida Legislature amended Section 163.3184(8)(b), Florida Statutes, requiring the Department to provide a courtesy information statement regarding the Department's Notice of Intent to citizens who furnish their names and addresses at the local government's plan amendment transmittal (proposed) or adoption hearings. In order to provide this courtesy information statement, local governments are required by the law to furnish to the Department the names and addresses of the citizens requesting this information. This list is to be submitted at the time of transmittal of the adopted plan or plan amendment. As discussed in our letter sent to you on May 25, 2001, outlining the changes to Section 163.3184(8)(b) which are effective July 1, 2001, and providing a model sign-in information sheet, please provide these required names and addresses to the Department when you transmit your adopted amendment package for compliance review. For efficiency, we encourage that the information sheet be provided in electronic format.

In order to expedite the regional planning council's review of the amendments, and pursuant to Rule 9J-11.011(5), F.A.C., please provide a copy of the adopted amendment directly to the Executive Director of the North Central Florida Regional Planning Council.

Please contact Jim Crews, Planning Consultant or Jeff Bielling, Community Program Administrator, at (850) 922-1772 if we can be of assistance as you formulate your response to this Report.

Sincerely yours,



Charles Gauthier, AICP
Chief, Bureau of Local Planning

CG/jcs

Enclosures: Objections, Recommendations and Comments Report
Review Agency Comments

cc: Mr. Tom Saunders, Director of Community Development, City of Gainesville
Mr. Charles F. Justice, Executive Director, North Central Florida Regional Planning Council

INTRODUCTION

The following objections, recommendations and comments are based upon the Department's review of the City of Gainesville 02-1ER proposed amendment to their comprehensive plan pursuant to s. 163.3184, Florida Statutes (F.S.).

Objections relate to specific requirements of relevant portions of Chapter 9J-5, Florida Administrative Code (F.A.C.), and Chapter 163, Part II, F.S. Each objection includes a recommendation of one approach that might be taken to address the cited objection. Other approaches may be more suitable in specific situations. Some of these objections may have initially been raised by one of the other external review agencies. If there is a difference between the Department's objection and the external agency advisory objection or comment, the Department's objection would take precedence.

Each of these objections must be addressed by the local government and corrected when the amendment is resubmitted for our compliance review. Objections which are not addressed may result in a determination that the amendment is not in compliance. The Department may have raised an objection regarding missing data and analysis items which the local government considers not applicable to its amendment. If that is the case, a statement justifying its non-applicability pursuant to Rule 9J-5.002(2), F.A.C., must be submitted. The Department will make a determination on the non-applicability of the requirement, and if the justification is sufficient, the objection will be considered addressed.

The comments which follow the objections and recommendations section are advisory in nature. Comments will not form bases of a determination of non-compliance. They are included to call attention to items raised by our reviewers. The comments can be substantive, concerning planning principles, methodology or logic, as well as editorial in nature dealing with grammar, organization, mapping, and reader comprehension.

Appended to the back of the Department's report are the comment letters from the other state review agencies and other agencies, organizations and individuals. These comments are advisory to the Department and may not form bases of Departmental objections unless they appear under the "Objections" heading in this report.

DEPARTMENT OF COMMUNITY AFFAIRS
OBJECTIONS, RECOMMENDATIONS AND COMMENTS
FOR THE
CITY OF GAINESVILLE
AMENDMENT 02-1ER

February 22, 2002
Division of Community Planning
Bureau of Local Planning

This report is prepared pursuant to Rule 9J-11.010

OBJECTIONS, RECOMMENDATIONS AND COMMENTS

Gainesville No. 02-1ER Proposed Comprehensive Plan Amendment

I. CONSISTENCY WITH RULES 9J-5, F.A.C., AND CHAPTER 163, F.S.

Gainesville has submitted a proposed Local Government Comprehensive Plan (Plan) amendment (DCA No. 02-1) to the Department of Community Affairs for review. The amendment represents a major update to the Plan's *Transportation Mobility Element* and *Conservation, Open Space and Groundwater Recharge Element* and is generally consistent with recommendations in the community's adopted Evaluation and Appraisal Report.

The Department makes the following comments related to the proposed amendment:

A. Conservation, Open Space and Groundwater Recharge Element.

Comments:

1. The proposed amendment contains revised wetlands policies (Policy 1.1.1, Policies 1.1.1.b.1-6, Policy 1.1.1.b.9, Policy 1.1.1.b.11 & Policy 2.1.1) that may conflict with the statutory authority of the Florida Department of Environmental Protection (FDEP) and the five water management districts to establish statewide regulatory policy and guidance for wetland delineation, assessment and mitigation, including a soon-to-be-adopted uniform wetland mitigation assessment method. The Department commends the city's attempt to provide greater protection for its natural resources and notes FDEP's offer (please see attached letter) to assist the City in its development of wetland policies that both achieve local objectives and are consistent with state law.

2. Several wildlife and habitat maps are hard to read, and the congruence of significant flora, fauna, wetlands and significant ecological communities is not readily perceived when comparing maps. The city may wish to add to the Data and Analysis Section the "Bio-diversity Hot Spots" and "Priority Wetlands" maps prepared by the Florida Geographic Digital Laboratory at the University of Florida using data provided by the Florida Fish and Wildlife Commission in order to better show important biological features, particularly plant and animal habitats.

3. New Policy 1.1.1.(b)6, which requires wetland mitigation to be performed within the city limits "or the adjacent sub-basin," may be inconsistent with Future Land Use Objective 2.1, which states existing citywide levels of wetlands acreage and functions "within the city limits" shall be maintained through the planning period.

II. CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN.

In Clearinghouse Item No. 20 dated January 15, 2002, the North Central Florida Regional Planning Council provided the following comment pursuant to Rule 29C-1.008(d)3., F.A.C.:

Comment:

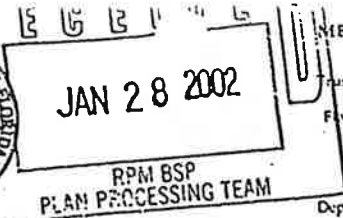
1. Neither proposed Transportation Element Policy 1.2.1 nor Policy 1.2.2 discuss if the City proposes to evaluate currently designated activity centers to determine whether and how such centers conform to the Metropolitan Transportation Planning Organization's adopted vision statement. This evaluation process should identify which of these centers will primarily function as neighborhood commercial centers and which centers have the potential and should become highly-developed, mixed-use centers as addressed by the MTPO. It is recommended that the City planning staff and MTPO staff work together to review the number and location of both existing and proposed activity centers to insure consistency with the principals and concepts contained in the MTPO's *Livable Community Reinvestment Plan*.

III. CONSISTENCY WITH THE STATE COMPREHENSIVE PLAN.

The proposed Plan amendment adequately addresses and furthers the State Comprehensive Plan (Rule 9J-5.021, F.A.C.).

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

- Office of the Secretary
- Office of International Relations
- Division of Elections
- Division of Corporations
- Division of Cultural Affairs
- Division of Historical Resources
- Division of Library and Information Services
- Division of Licensing
- Division of Administrative Services



MEMBER OF THE FLORIDA CABINET

- State Board of Education
- Trustees of the Internal Improvement Trust Fund
- Administration Commission
- Florida Land and Water Adjudicatory Commission
- Siting Board
- Division of Bond Finance
- Department of Revenue
- Department of Law Enforcement
- Department of Highway Safety and Motor Vehicles
- Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE

Katherine Harris
Secretary of State

DIVISION OF HISTORICAL RESOURCES

January 23, 2002

895
1-28-02

Mr. Ray Eubanks
Department of Community Affairs
Bureau of State Planning
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Re: Historic Preservation Review of the City of Gainesville (02-1ER) Comprehensive Plan Amendment Request (Received by DHR on 12/20/01)

Dear Mr. Eubanks:

According to this agency's responsibilities under sections 163.3177 and 163.3178, Florida Statutes, and Chapter 9J-5, Florida Administrative Code, we have reviewed the above document to decide if data regarding historic resources have been given sufficient consideration in the request to amend the Gainesville Comprehensive Plan.

We have reviewed proposed Evaluation and Appraisal Report based text changes to the Gainesville Comprehensive Plan to consider the potential effects of these actions on historic resources. While our cursory review suggests that the proposed changes may have no adverse effects on historic resources, it is the city's responsibility to ensure that the proposed revisions will not have an adverse effect on significant archaeological or historic resources in Gainesville.

For the Transportation Element, the city should take into account the effect such actions would have on known and potential historic resources—both structures and archaeological sites. If these concerns are addressed and appropriate actions are taken by the city to protect these resources, then any resulting changes should be acceptable.

In sum, it is our opinion that the amended comprehensive plan meets (although known and potential historic resources need to be carefully considered in the planning phases of proposed land use changes) the State of Florida's requirements as promulgated in sections 163.3177 and 163.3178, F.S., and Chapter 9J-5, F.A.C., regarding the identification of known historical resources within their specified area of jurisdiction, and for the establishment of policies, goals and objectives for addressing known and potentially significant historical resources in Gainesville.

If you have any questions regarding our comments, please feel free to contact Susan M. Harp or Laura Kammerer of the Division's Compliance Review staff at (850) 245-6333.

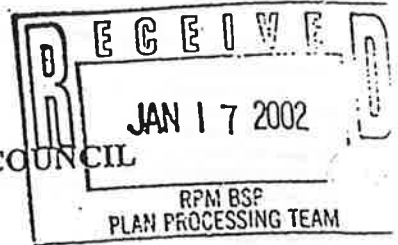
Sincerely,

Janet Matthews

Janet Snyder Matthews, Ph.D., Director

- R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>
- Director's Office (850) 245-6300 • FAX: 245-6435
 - Archaeological Research (850) 245-6444 • FAX: 245-6436
 - Historic Preservation (850) 245-6333 • FAX: 245-6437
 - Historical Museums (850) 245-6400 • FAX: 245-6433
 - Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
 - St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
 - Tampa Regional Office (813) 272-3843 • FAX: 272-2340

388
1-17-02



NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

January 15, 2002

Clearinghouse Item #20 - City of Gainesville Comprehensive Plan Draft Amendments (DCA No. 02-1ER)

INTRODUCTION

Clearinghouse Item #20 consists of draft amendments to the Transportation Mobility Element as well as the Conservation, Open Space, and Groundwater Recharge Element of the City of Gainesville Comprehensive Plan. The amendments implement various recommendations contained in the City's evaluation and appraisal report (EAR).

Chapter 163.3191, F.S. requires local governments to conduct EARs of their local government comprehensive plans once every seven years. The purpose of the process is to require local governments to consider changes to their comprehensive plans which will reflect changes in state policy on planning and growth management which may have occurred since adoption of the local government plan. The draft amendments are summarized as follows:

Petition No.	Summary Description
146CPA-00 PB	Proposes to amend the Transportation Mobility Element by adding a goal and related objectives and policies to promote transportation choices, compact development, and a livable city; adding a goal and relate objectives and policies promoting walking; adding a goal and related objectives and policies promoting walking; adding a goal and related objectives and policies to promote an accessible and comfortable community transit system; adding a goal and related objectives and policies to promote bicycling; adding a goal and related objectives and policies to develop a trails network; adding goals and related objectives and policies to create livable streets that promote safety and quality of life and minimize single-occupant vehicle travel; adding a goal and related objectives and policies to promote accessibility to people with disabilities; and making minor changes throughout (see attached).
175CPA-00 PB	Proposes to amend the Conservation, Open Space, and Groundwater Recharge Element by revising policies on wetlands; adding provisions concerning the Alachua County Forever program; adding provisions concerning the Alachua County Murphree Wellfield Protection Code; adding provisions concerning Floridan Aquifer recharge areas; providing for an Environmentally Significant Land and Resources map series within the Future Land Use Map Series; adding Tumblin Creek and Hogtown Creek to the priority list for improving water quality; removing out of date provisions; amending provisions concerning NPDES; and making minor amendments throughout (see attached).

BACKGROUND

The Council's review of draft EAR-based amendments is the same as its review of regular amendments. It is limited to the effects they may have on regional resources, regional facilities, and extrajurisdictional impacts. A written report containing any objections, recommendations for modification, and comments (as defined in Chapter 9J-11, F.A.C., is to be provided to the Florida Department of Community Affairs (DCA) within 30 calendar days of receipt of the amendments.

Under the provisions of Chapter 163, F.S., local government comprehensive plans will not be subject to the Objections; Recommendations, and Comments (ORC) report process unless: 1) specifically requested by the local government; 2) deemed necessary by the DCA; or 3) requested by the Council or an affected person. In its transmittal letter dated December 12, 2001, the City of Gainesville requested the DCA to prepare an ORC report for these amendments.

The Council reviewed Gainesville's draft EAR report in August, 1998. At that time, the Council forwarded four comments addressing the City's Conservation, Open Space, and Groundwater Recharge Element. These comments were:

Comment #1: Revise Conservation, Open Space, and Groundwater Recharge Element Policy 2.3.6 to address high aquifer recharge areas. Similarly, replace all other references in the city plan to "prime" aquifer recharge areas with "high" aquifer recharge areas as mapped in the regional plan. Include within this element a map of Areas of High Recharge Potential to the Floridan Aquifer as mapped in the regional plan. Alternatively, address within the EAR why the City has chosen not to use the regional plan's (or the water management district's) high aquifer recharge map(s) and not to address the protection of such areas.

Comment #2: Include within this element a map of known listed species locations within the city which is generally consistent with the map of listed species locations contained in the regional plan. Such a map can be obtained from the Florida Natural Areas Inventory. Also include a map of stream-to-sink watersheds which is generally consistent with the regional plan. Stream-to-sink watershed maps are obtainable from the water management districts.

Comment #3: The list of regional resources on page 6 of the chapter addressing the Conservation, Open Space, and Groundwater Recharge Element should be amended to include the Floridan Aquifer, Areas of High Aquifer Recharge Potential to the Floridan Aquifer, listed species and their habitat, and Devil's Millhopper State Geological Site.

Additionally, in its December review of draft EAR-based amendments to the City's Future Land Use Element, the Council forwarded the following objection, and subsequently requested the preparation of an ORC report:

Objection #1: The adopted City of Gainesville Future Land Use Element identifies 21 neighborhood centers. The proposed amendments in the Future Land Use Element - Data and Analysis Figure 3, show 18 neighborhood centers. Some of these centers do not seem to be consistent with the MTPOs vision statement that calls for connecting a limited number of highly developed mixed use centers. It is recommended that City of Gainesville planning staff and MTPO staff work together to review the number and location of proposed activity centers to insure consistency with the principals and concepts contained in the MTPOs Livable Community Reinvestment Plan.

EVALUATION

ADEQUACY OF INTERGOVERNMENTAL COORDINATION ELEMENTS

Amendments are not proposed to the City's Intergovernmental Coordination Element. However, the City is proposing the following new objective and policies to the City's Conservation, Open Space, and Groundwater Recharge Element which may enhance intergovernmental coordination with Alachua County:

Objective 1.2 The City shall coordinate with Alachua County on the Alachua County Forever program. and with other potential funding sources for land acquisition for environmental and open space protection.

Policy 1.2.1 The City shall seek to maximize protection of environmentally sensitive lands through the nomination of properties for acquisition with Alachua County Forever and other relevant funds.

Policy 4.2.5 The City shall coordinate with the Alachua County Environmental Protection Department and other governmental entities in identifying pollution problems and providing documentation and other relevant assistance as appropriate and feasible towards the mitigation and remediation of pollution problems. including assistance as necessary in cases where sanctions may be imposed for violations of applicable environmental regulations.

COMPATIBILITY AMONG LOCAL PLANS

The proposed amendments do not adversely impact compatibility between the City of Gainesville and the Alachua County comprehensive plans.

IMPACTS TO SIGNIFICANT REGIONAL FACILITIES, INCLUDING COMPATIBILITY WITH REGIONAL TRANSPORTATION CORRIDORS AND FACILITIES, INCLUDING SEAPORTS, AIRPORTS, PUBLIC TRANSPORTATION SYSTEMS, HIGH SPEED RAIL FACILITIES, AND INTERMODAL FACILITIES

The following comment is based on the attached review provided by the Council's transportation planning staff for this amendment, as well as a previous objection and recommendation raised by the Council during its review of draft EAR-based amendments to the City's Future Land Use Element. This objection was based on item #2, below, from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) adopted Livable Communities Reinvestment Plan.

The adopted MTPO plan contains a vision statement which is summarized below. Also included are comments concerning consistency between the vision statement and the City's proposed Transportation Mobility Element Update (excerpts from the vision statement are in bold).

1. develop walkable downtown centers:

The proposed Transportation Mobility Element Update encourages a more walkable downtown Gainesville.

2. connect a limited number of highly developed mixed use centers:

Part of the MTPO's vision statement is to connect a limited number of highly developed mixed use centers (also referred to as "village centers"). According to page 3-40 of the adopted MTPO plan document, the purpose of these centers is to:

"Encourage shorter trip lengths and foster the development of premium type public transit service, including dedicated bus lanes, flexible bus rapid transit, light rail or people-mover systems. The intent of creating such centers is to discourage sprawl development and its associated travel patterns by clustering major nodes of activity within the existing neighborhood framework that can be efficiently served by transit and promote a "park once" environment for walking. A limited number of centers are needed so that adequate thresholds of mixed-use development occur to support premium transit service."

On page 3-44 of the adopted MTPO plan document, in a section entitled Process for Implementation, recommended steps are identified to address this issue. These include the following:

"The City and County should then undertake an evaluation process of all currently designated activity centers to determine whether and how such centers conform to the MTPO's adopted vision statement. Which of these will primarily function as neighborhood commercial centers? Which have the potential and should become highly developed, mixed-use centers as addressed by the MTPO?"

The adopted MTPO plan also identifies a number of recommended implementation strategies on page 3-49, including some for this portion of the vision statement. These include the following:

- "A. Evaluate existing or planned activity centers to determine whether their standards allow for high enough density to be transit supportive.
- B. Conduct a market feasibility analysis to gauge the potential demand for these centers and determine the optimum number and best combination of activity center types.
- C. Zone all areas of desired future activity centers ahead of development applications in order to expedite the development process and provide more clarity and elaboration as to what types of development are desired in these areas.
- D. Apply Multi-modal Transportation District designation to selected major activity centers."

Objective 1.2 and Policies 1.2.1 and 1.2.2 of the City Transportation Mobility Element Update are proposed to read as follows:

Objective 1.2 Ensure that future land use map designations promote transportation objectives by designating residential development of sufficient density in appropriate locations to support transportation choice.

Policy 1.2.1 By 2001, The City's shall adopt a future land use map that is shall remain consistent with transportation choice strategies such as: retaining higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit choice corridors: car-oriented land use primarily outside of areas oriented toward transportation choice: more mixed use designations in appropriate locations: and centrally located community-serving facilities.

Policy 1.2.2 The City shall coordinate with the MTPO to increase public awareness of upcoming transportation projects in the approved Year 2000 Livable Communities Reinvestment Cost Feasible Plan.

Comment: Neither proposed Transportation Element Policy 1.2.1 nor Policy 1.2.2 discuss if the City proposes to evaluate currently designated activity centers to determine whether and how such centers conform to the MTPO's adopted vision statement. This evaluation process should identify which of these centers will primarily function as neighborhood commercial centers and which centers have the potential and should become highly developed, mixed-use centers as addressed by the MTPO. It is recommended that City of Gainesville planning staff and MTPO staff work together to review the number and location of both existing and proposed activity centers to insure consistency with the principals and concepts contained in the MTPO's Livable Community Reinvestment Plan.

3. provide a high level of premium transit service in a linear Archer Road corridor.

Only a small portion of the Archer Road corridor is located within the City of Gainesville. The portions that are shown in the proposed Generalized Future Land Use Map include the following categories: education, office, public facilities and residential medium (8-30 units per acre). Therefore, there are no significant opportunities to increase densities and intensities of development within this limited area.

ADEQUATE TREATMENT OF AFFORDABLE HOUSING ISSUES AND DESIGNATION OF ADEQUATE SITES FOR AFFORDABLE HOUSING

Adverse impacts to affordable housing are not anticipated as a result of the proposed amendments.

PROTECTION OF NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the proposed amendments. The proposed amendments adequately address Council Comment #1 above. The City is proposing to include aquifer recharge maps prepared by the Suwannee and St. Johns River Water Management Districts in its Future Land Use Map Series. Proposed Conservation, Open Space, and Groundwater Recharge Element Policy 2.3.6 calls for the use of these maps until such time as prime aquifer recharge maps are prepared by the districts. The proposed policy also calls for the City to amend land development regulations if its existing regulations and programs do not already protect such areas. Proposed Policy 2.3.6 is as follows:

Policy 2.3.6 Until such time as prime recharge areas are mapped, the City shall use the Floridan Aquifer recharge maps prepared by the St. Johns River Water Management District and the Suwannee River Water Management District (see Environmentally Significant Land and Resources map series within the Future Land Use Map Series). City land development regulations shall be amended to protect such areas if existing regulations and programs do not already protect them.

The proposed amendments adequately address Council Comment #2 above. The data and analysis section includes a general location map of listed species (see attached). Additionally, the data and analysis section does include a map of environmentally significant lands and identifies, in the text, listed species found in these areas.

The proposed amendments adequately address Council Comment #3 above. Although the list of regional resources was deleted from the data and analysis section, the proposed amendments adequately identify regional resources within the Gainesville City limits.

EFFECTIVENESS AND ENHANCEMENT OF ECONOMIC DEVELOPMENT WITHIN THE REGION

The proposed amendments are not anticipated to adversely impact economic development within the region.

ADEQUACY AND COMPATIBILITY WITH EMERGENCY PREPAREDNESS PLANS

The proposed amendments are not anticipated to adversely affect local emergency preparedness plans.

EXTRAJURISDICTIONAL IMPACTS

The proposed amendments are not anticipated to result in significant adverse extrajurisdictional impacts.

OBJECTIONS, RECOMMENDATIONS FOR MODIFICATION, AND COMMENTS

Comment: Neither proposed Transportation Element Policy 1.2.1 nor Policy 1.2.2 discuss if the City proposes to evaluate currently designated activity centers to determine whether and how such centers conform to the MTPO's adopted vision statement. This evaluation process should identify which of these centers will primarily function as neighborhood commercial centers and which centers have the potential and should become highly developed, mixed-use centers as addressed by the MTPO. It is recommended that City of Gainesville planning staff and MTPO staff work together to review the number and location of both existing and proposed activity centers to insure consistency with the principals and concepts contained in the MTPO's Livable Community Reinvestment Plan.

COUNCIL REQUEST FOR AN ORC REPORT

The Council requests that the comment contained in this report be addressed in the City's ORC report.

RECOMMENDATION

It is recommended that these comments be forwarded to the City of Gainesville and the Florida Department of Community Affairs.

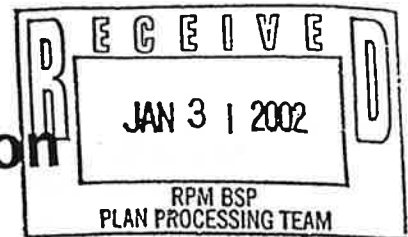
Clearinghouse Committee Action: At its January 15th meeting, the Committee voted to adopt this report as official Council comment as per Rule 29C-1.008(d)3, Florida Administrative Code.



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000



David B. Struhs
Secretary

January 25, 2002

39B
1/31-02

Mr. Ray Eubanks
Plan Review and DRI Processing Team
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: City of Gainesville, 02-1ER
Plan Amendment ORC Review

Dear Mr. Eubanks:

The Office of Intergovernmental Programs has reviewed the proposed amendments under the procedures of Chapter 163, *Florida Statutes (F.S.)*, and Chapters 9J-5 and 9J-11, *Florida Administrative Code (F.A.C.)*, and offers the following comments and recommendations on Petition 175CPA-00 PB:

The *Draft* Conservation, Open Space and Groundwater Recharge Element dated November 13, 2001, contains a number of policies that potentially conflict with state law. Florida's statutory framework for water management provides the Department of Environmental Protection and five water management districts independent authority under Chapter 373, *F.S.*, to regulate surface water management systems, including activities in, on or over wetlands or other surface waters. The state's preemptive authority is described in the following statutory provisions:

- ◆ The Florida Water Resources Act of 1972, as amended, states that water is a public resource of benefit to the entire state, is subject to management on a state and regional basis, and subject to regulation under Chapter 373, unless otherwise specifically exempt. §§ 373.016(4)(a), .023(1), *F.S.*
- ◆ The Department of Environmental Protection and the five water management districts are responsible for the conservation, protection, management, and control of the waters of the state. § 373.016(5), *F.S.*
- ◆ Paragraph 373.414(1)(b)4., *F.S.*, specifically states, "If mitigation requirements imposed by a local government for surface water and wetland impacts of an activity regulated under this part cannot be reconciled with mitigation requirements approved under a permit for the same activity issued under this part, including application of the uniform wetland mitigation assessment method adopted pursuant to subsection (18), the mitigation requirements for surface water and wetland impacts shall be controlled by the permit issued under this part."
- ◆ Similarly, Paragraph 373.414(1)(c) states: "Where activities for a single project regulated under this part occur in more than one local government jurisdiction, and where permit conditions or

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regulatory requirements are imposed by a local government for these activities which cannot be reconciled with those imposed by a permit under this part for the same activities, the permit conditions or regulatory requirements shall be controlled by the permit issued under this part.”

- ◆ Subsection 373.414(18), *F.S.*, directs the Department and each water management district responsible for implementation of the environmental resource permitting (ERP) program to develop and adopt by rule a statewide uniform wetland mitigation assessment method. Department and water management district staff are currently developing the uniform assessment methodology and anticipate adoption of the implementing administrative rule by year-end (2002).

In addition, that subsection provides as follows: “Once the department adopts the uniform wetland mitigation assessment method by rule, the uniform wetland mitigation assessment method shall be binding on the department, the water management districts, local governments, and any other governmental agencies and shall be the sole means to determine mitigation needed to offset adverse impacts and to award and deduct mitigation bank credits. A water management district and any other governmental agency subject to chapter 120 may apply the uniform wetland mitigation assessment method without the need to adopt it pursuant to s. 120.54.” [emphasis added]

- ◆ The existing environmental resource permit rules of the Department and water management districts will remain in full force and effect until adoption of the uniform, statewide methodology, and determinations made under those rules will govern issuance of an environmental resource permit. The City can adopt land development regulations (LDRs) more restrictive than requirements in the rules. To the extent the differences cannot be reconciled, however, the Department and water management district rules will govern issuance of the permit. Once the Department adopts the uniform assessment methodology, it will be “the sole means” by which mitigation is determined.

The following portions of Policy 1.1.1., on Pages 2 and 3 of the amendment package, may result in a determination that cannot be reconciled with existing statute and rule provisions or with those to be adopted in the uniform wetland mitigation assessment methodology [emphasis added]:

*1.1.1. * * * The City shall develop and adopt land development regulations that establish criteria for expansion of the minimum standards addressed below.*

The direction established by the foregoing language contains no specific criteria to guide the City in its development and adoption of LDRs related to wetlands. In addition, the new language does not instruct City officials on the extent to which it can “expand” the standards or acknowledge the preemptive regulatory authority of the Department and the water management districts.

- b. Wetlands: * * * The City shall develop and implement land development regulations that at a minimum:
1. Establish criteria for determining whether the proposed development or activity is clearly in the public interest.
 2. Establish mitigation ratios for wetland preservation, restoration and creation. Wetland creation is presumed to be the least desirable mitigation strategy. Creation strategies shall be subject to the highest levels of requirements, restrictions, and review as outlined in the land development codes.
 3. Establish bonding, long-term monitoring and enforceable long-term maintenance requirements for wetland mitigation projects to ensure that all the negative impacts have been mitigated. Monitoring should be reviewed by the Alachua County Environmental Protection Department, the appropriate water management district, the University of Florida, or other appropriate monitoring agency[.]
 4. Establish mitigation ratios of at least 5:1 (acreage of mitigation area to impacted area);

Policy 1.1.1.b.1 requires the establishment of criteria for the determination of activities that are "clearly in the public interest." Unless the City adopts – verbatim – the public interest test criteria reflected in the rules of the Department and water management districts, there may be many "irreconcilable" differences between the City's adopted LDRs and the preemptive rules of the Department and water management districts. The verbatim adoption of the rule criteria would duplicate the existing regulatory programs for no reason.

Policies 1.1.1.b.2 and 1.1.1.b.4 require the establishment of mitigation ratios, the application of which may conflict with the following provisions: Subsection 373.414(18), F.S., and Section 12.3.2 of the St. Johns River Water Management District's (SJRWMD) *Applicant's Handbook: Management and Storage of Surface Waters* and the Suwannee River Water Management District's (SRWMD) *ERP Applicant's Handbook* (both of which currently recommend a range of mitigation ratios for wetland preservation, enhancement, restoration and creation). The new language also purports to create a legal presumption not reflected in Department or water management district rules, and provides no definition or qualification of what "highest levels" means.

Policy 1.1.1.b.3 directs the City to establish financial, monitoring and long-term maintenance requirements that may conflict with Department and water management district rules, and suggests (but does not require) that monitoring responsibilities be reviewed by the county or other entities, including the Department and water management districts. In the case of review by DEP or the water management

districts, the financial responsibility requirements of Sections 40C-4.301(1)(j) (SJRWMD) and 40B-400.103(1)(j) (SRWMD), *F.A.C.*, and Sections 12.3:7 of the districts' respective handbooks will preempt any City requirements to the contrary.

5. Require off-site mitigation to be performed within the same sub-basin and basin in which the impact occurred, unless it is shown that mitigation outside the sub-basin is more appropriate. * * *

6. Require mitigation to be performed within the city limits of Gainesville or the adjacent sub-basin:

Policies 1.1.1.b.5 and 1.1.1.b.6 prioritize the location of mitigation in relation to sub-basins, basins and city boundaries. While the basin preference concept is not inherently inconsistent with the rules that govern the ERP program, the language lacks any guidance on when it is appropriate to go outside the sub-basin or basin. In addition, because the new provision does not address the potential for unacceptable cumulative impacts within the basin, it is inconsistent with Subsection 373.414(8), *F.S.*, and ERP program guidelines. The political boundary limitation is also inconsistent with ERP program requirements, since most geopolitical lines in Florida do not coincide with basin designations or ecological communities.

9. Specify that these protections shall be extended to all wetlands, regardless of whether they are currently mapped:

To ensure consistency throughout the state, wetlands must be identified in accordance with Rule 62-340, *F.A.C.* – the unified statewide methodology for delineating the extent of wetlands and surface waters. The rule implements Subsection 373.421(1), *F.S.*: “[T]he Legislature preempts the authority of any water management district, state or regional agency, or local government to define wetlands or develop a delineation methodology to implement the definition[.]” Policy 1.1.1.b.9 is vague and overbroad in that it purports to extend certain unnamed protections to “all wetlands” regardless of where or by whom they may be “mapped,” in derogation of the aforesaid statute and rule.

11. Outstanding Florida Waters, as listed in s. 62-302.700, F.A.C., shall have a buffer of 200 feet. * * * [E]xceptions can be made, as provided in the land development regulations, that require approval by a majority of the city commission and with appropriate mitigation of wetland loss at a minimum of a 5:1 ratio.

See comments on Policy 1.1.1.b.4 above.

The following policy, on Page 4 of the amendment package, also conflicts with the statute and rule sections cited above:

2.1.1 ~~By 1992, The City shall develop and~~ continue to update, augment and maintain an inventory of wetlands, and adopt land development regulations designed to preserve conserve existing wetland acreages and preserve natural functions within the Gainesville urban area. When wetlands are unavoidably lost to development, mandatory mitigation shall be required to ensure no net loss of acreage and functions occurs. Mitigation location protocol shall follow policy 1.1.1.b.5.

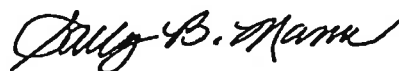
See comments on Policies 1.1.1.b.5, 1.1.1.b.6, and 1.1.1.b.9 above.

Objection to Proposed Amendments

The Department recognizes and commends the City of Gainesville's desire to provide greater protection for its natural resources. We further believe that city and state water management objectives can be complementary. Due to fundamental conflicts between the proposed provisions and current and proposed state law, however, the Department must object to the comprehensive plan modifications offered in City of Gainesville Amendment # 02-1ER, November 13, 2001, Draft Conservation, Open Space and Groundwater Recharge Element, Petition 175CPA-00 PB. Department staff would be pleased to assist the City in its development of wetland policies that are consistent with state law.

We look forward to working with the City of Gainesville Planning Division staff to draft amendment language that will satisfy the needs of the City yet preserve the statutory authority of the Department and water management districts to establish statewide regulatory policy and guidance for wetland delineation, assessment, and mitigation. If we can be of further assistance, please do not hesitate to contact Ms. Lauren Milligan, Environmental Specialist, at (850) 487-2231 or Ms. Connie Bersok, Environmental Administrator, Bureau of Beaches and Wetland Resources, at (850) 921-9858.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

/lpm

cc: Ms. Janet Llewellyn
Ms. Connie Bersok
Ms. Jodi Hopkins
Mr. Ralph Hilliard

