

# City of Gainesville Comprehensive Plan

Proposed  
2000-2010



Goals, Objectives &  
Policies



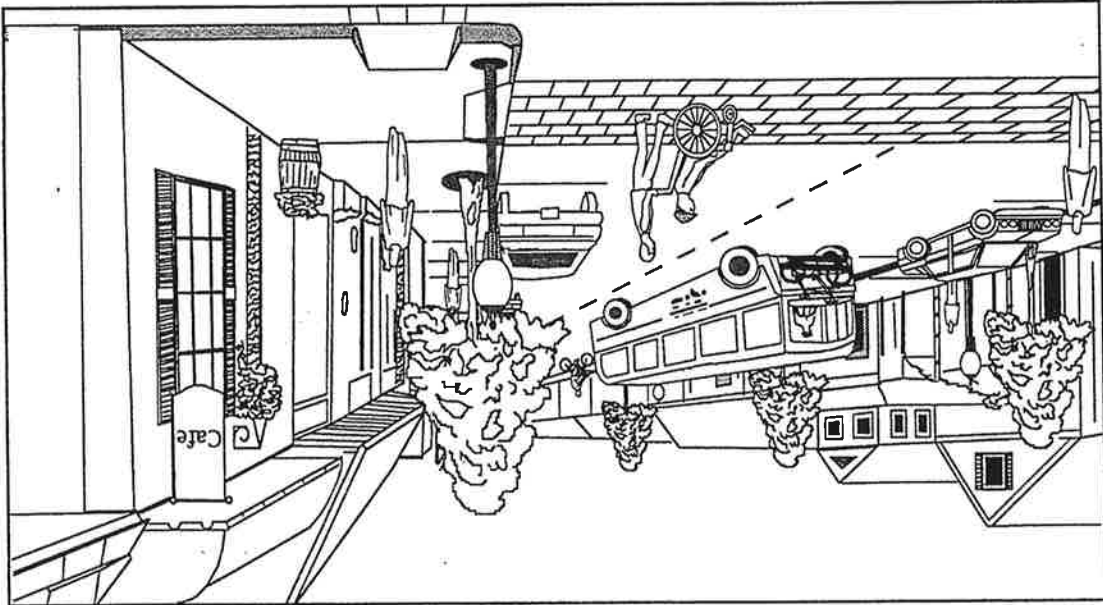
The following Elements have not yet been approved by the City Commission for transmittal to the DCA (Department of Community Affairs):

Transportation Mobility Element  
Conservation, Open Space and Groundwater Recharge Element  
Future Land Use Map Changes portion of the Future Land Use Element





12  
11



10  
9  
8  
7  
6  
5  
4  
3  
2  
1

**Goals, Objectives, Policies**

Text underlined is added; text stricken is deleted.

Draft: January 25, 2001 – Revised March 8, 2001

**Transportation Mobility Element**

**ATTACHMENT A**



# 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).

### Policy 1.1.2

The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to

43  
42  
41  
40  
39  
38  
37  
36  
35  
34  
33  
32  
31  
30  
29  
28  
27  
26  
25  
24  
23  
22  
21  
20  
19  
18  
17  
16  
15  
14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1

designated truck routes. Improved signs and enforcement shall direct non-	1
local or through trucks to the designated truck route.	2
	3
Policy 1.1.3	4
The City shall promote transportation choice, healthy residential and non-	5
residential development, safety, and convenience, for Main Street between	6
North 8 <sup>th</sup> Avenue and Depot Avenue by supporting the following: low-	7
speed turning radii; new, continuous and permanent on-street parking;	8
pedestrian-scaled lighting; narrow travel lanes; curb extensions;	9
installation of shading street trees; transit enhancements; widening of	10
sidewalks; installation of bicycle lanes, and use of brick crosswalks.	11
Policy 1.1.4	12
The City shall ensure that street modifications support land use, housing	13
choice, and transportation choice objectives.	14
Policy 1.1.5	15
The City shall inventory and prioritize enhancements for "A" streets by	16
2005. An "A" street shall be defined as a street which is designed with, or	17
otherwise characterized by, features that promote the safety, comfort, and	18
convenience of pedestrians, and does so in an exceptional way, as	19
determined by the city manager or designee, and as further elaborated by	20
the land development code.	21
Policy 1.1.6	22
The City shall coordinate with UF to ensure that the Campus Master Plan	23
is consistent with the goals, objectives and policies of the Transportation	24
Element of the City Comprehensive Plan.	25
Policy 1.1.7	26
The City, in accordance with the policy adopted by the MTPQ in 1999,	27
shall avoid using biased transportation terminology, such as efficient,	28
improvement, enhancement, alternative, accident, upgrade, and	29
deteriorate, when more objective terms are more appropriate.	30
Policy 1.1.8	31
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 1.1.9	37
The City shall establish indicators which track the trends in promoting	38
transportation choice on an annual basis. Such indicators may include,	39
among others, gasoline consumption, bus ridership, jobs/housing balance,	40
vehicle miles traveled, percentage of travel by various forms of travel, and	41
motor vehicle registration.	42
Policy 1.1.10	43
Site plans for new developments and redevelopment of non-residential	44
sites shall be required to show any existing and proposed bicycle and	45
pedestrian access to adjacent properties and transit stops.	46

1	Policy 1.1.11	New development will be required to provide non-motorized vehicle and non-street connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.
2		
3		
4		
5		
6	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.
7		
8		
9		
10		
11	Policy 1.2.1	By 2001, the City shall adopt a future land use map that is consistent with transportation choice strategies such as: higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit route corridors; car-oriented land uses outside of areas oriented toward transportation choice; more mixed use designations; and centrally located community-serving facilities.
12		
13		
14		
15		
16		
17		
18	Policy 1.2.2	The City shall coordinate with the MTPQ to increase public awareness of upcoming transportation projects in the approved Year 2020 Livable Communities Reinvestment Cost Feasible Plan.
19		
20		
21		
22	Objective 1.3	Ensure that the City coordinates with the Year 2020 Livable Communities Reinvestment Plan and other plans of the MTPQ for the Gainesville urbanized area, the Florida Transportation Plan and the FDOT's Adopted Work Program.
23		
24		
25		
26		
27	Policy 1.3.1	The City shall coordinate with the MTPQ in the Gainesville urbanized area, the FDOT, UF and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.
28		
29		
30		
31		
32	Policy 1.3.2	The City shall coordinate with FDOT and Alachua County to implement Access Management, Rule 14-96 and 14-97, F.A.C., and Sections 334.044 (2) and 335.188, F.S.
33		
34		
35		
36	Policy 1.3.3	The City shall continue to propose transportation projects that affect the City to the MTPQ for consideration in the 5-Year Transportation Improvement Program.
37		
38		
39		
40	Policy 1.3.4	The City shall continue to coordinate with FDOT, MTPQ, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the traffic signal system and timing, and by installing traffic signal pre-emption for emergency vehicles and buses.
41		
42		
43		
44		
45		
46	Objective 1.4	

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

3  
4 Policy 1.4.1 By 2005 By 1994, the City shall continue to work with FDOT, MTPQ,  
5 and Alachua County to identify future transportation rights-of-way and to  
6 provide for development regulations and acquisition programs which will  
7 protect such corridors for their intended future use. Such protection and  
8 long-range planning shall include pedestrian, bicycle, car, and mass transit  
9 facilities. The City shall work with Alachua County to develop joint review  
10 procedures for vacation of right-of-way and variances to building setback lines  
11 on any corridor identified in the 2015 GVAATS Plan.

### 13 Pedestrians

14  
15 Goal 2: Provide a safe, convenient, continuous, comfortable, and aesthetically pleasing  
16 transportation environment that promotes walking. Develop a "park once" environment  
17 at each city neighborhood (activity) center.

### 19 Objective 2.1

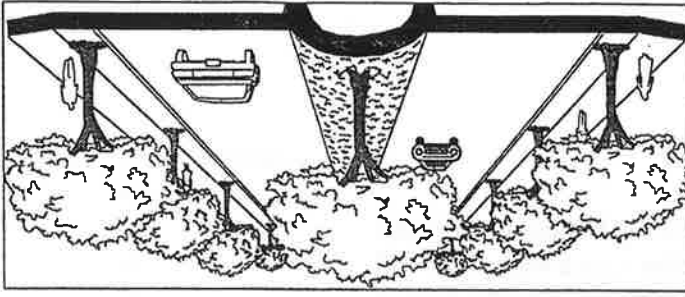
20 Establish land use designations and encourage site plans which reduce trip distances.

21  
22 Policy 2.1.1 By 2002, the City shall inventory and prioritize street segments with  
23 sidewalk gaps. The following criteria shall be used in prioritizing  
24 sidewalk gap improvements: (1) proximity to public schools; (2)  
25 proximity to major public parks or cultural facilities; (3) proximity to high  
26 density residential and commercial areas, or any area exhibiting (or  
27 potentially exhibiting) a high volume of walking; and (4) proximity to the  
28 Traditional City; (5) arterial and collector streets; (6) proximity to transit  
29 routes; and (7) proximity to areas of significant blight.

30  
31 Policy 2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so  
32 that at least one linear mile of sidewalk is installed annually.  
33  
34 Policy 2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial,  
35 collector and local streets, and place such an inventory on the city  
36 Geographic Information System to assist in the identification of gaps and  
37 priorities.

38  
39 Policy 2.1.4 By 2002, the City shall identify arterial and collector segments that should  
40 be made more walkable. Raised medians, wider sidewalks, and on-street  
41 parking should be used.

42 where feasible, on these  
43 selected arterials and  
44 collector streets within the  
45 urban area -- particularly



in pedestrian-oriented areas, or adjacent to, such as downtown, UF, and other neighborhood (activity) centers.	1
By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides.	4
Policy 2.1.5	5
The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.	7
Policy 2.1.6	8
Bicycle and pedestrian access from a property to adjacent properties shall be used as a criterion for site plan approval.	10
Policy 2.1.7	11
Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle and pedestrian travel. Such changes shall include safety features for bicycles and pedestrians to offset any negative impact the modification may otherwise create.	13
Policy 2.1.8	14
Turning lanes should not conflict with bike lanes within the curb lane. Crosswalk distances shall be minimized (by using narrow lanes where appropriate, curb extensions, raised medians, and small turning radii). Turning speeds shall be minimized. Left-turn lanes and dedicated right-turn lanes shall be minimized or eliminated where appropriate and to the extent feasible in areas which are expected or planned to accommodate high pedestrian volumes (such as downtown and neighborhood centers).	19
Policy 2.1.9	20
The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left-turn lanes and areas where a large volume of pedestrians and bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets (or any street with a crossing distance greater than 60 feet).	27
Policy 2.1.10	28
In new development or redevelopment, walking and bicycling shall be promoted by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic in commercial areas (and other areas where high pedestrian volumes are expected), maximum (and modest) rather than minimum building setbacks and street widths, main entrances that face the street or square, parking to the side or rear of the building, and, where appropriate, alleys.	33
Policy 2.1.11	34
Drive-throughs shall be prohibited or restricted in areas where high pedestrian volumes are expected, or where walkable areas are designated or anticipated. Restrictions shall include number of lanes, width and turning radius of lanes, and entrance to and exit from the drive-through.	42
Policy 2.1.12	43

46  
45  
44  
43  
42  
41  
40  
39  
38  
37  
36  
35  
34  
33  
32  
31  
30  
29  
28  
27  
26  
25  
24  
23  
22  
21  
20  
19  
18  
17  
16  
15  
14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



1	Policy 2.1.13	Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.
2		
3		
4	Policy 2.1.14	The City, by 2002, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements in the downtown Central City District, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements, and shall prepare an affordable and feasible schedule for making such improvements.
5		
6		
7		
8		
9		
10		
11	Policy 2.1.15	The City shall work with FDOT and the CRA to enhance and widen sidewalks and provide traffic control and design features to enhance pedestrian activity along University Avenue from W. 38 <sup>th</sup> Street to Waldo Road.
12		
13		
14		
15	Policy 2.1.16	The City shall amend the Land Development Code to require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to sidewalks, speed tables and crosswalks that connect buildings and parking areas at the development site.
16		
17		
18		
19		
20	Policy 2.1.17	At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches for any distance.
21		
22		
23		
24		
25	<i>Transit</i>	
26		
27	Goal 3:	Create a premiere community transit system which provides a variety of flexible transportation services that promote accessibility and comfort. The City becomes a national model for expanded and enhanced transit service through aggressive efforts to provide convenient service throughout the city and urban area. Service is provided with the cleanest, quietest, most efficient equipment feasible.
28		
29		
30		
31		
32		
33	Objective 3.1	Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.
34		
35		
36		
37		
38		
39		
40		
41		
42	Policy 3.1.1	The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near important transit stops along arterials and collectors.
43		
44		
45		



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

By 2005 and 1994, the City shall evaluate the citywide bus stops to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop. complete an inventory and evaluation of existing bus stops. The evaluation shall include the condition of or need for shelter, bicycle parking, route information, benches and waste receptacles.

The City shall acquire additional buses to accommodate expanded services and increased ridership.

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

Objective 3.2  
 Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010.

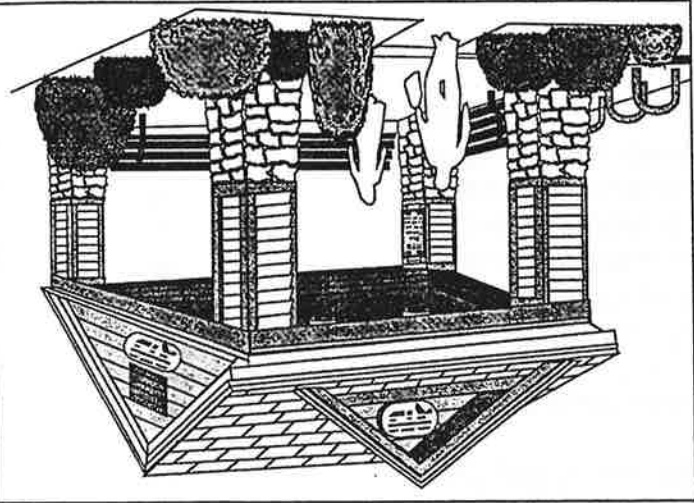
The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit. The City shall strive for an average net residential density of up to 6 du/acre citywide.

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

The City shall strive to provide main bus service within 1/4 mile of 80 percent of all medium and high density residential areas identified

designated on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area, as shown in Transportation Map Series.

The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents.



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
35  
37  
39  
41  
43  
45  
47  
49  
51  
53  
55  
57

Policy 3.2.4

Policy 3.2.3

Policy 3.2.2

Policy 3.2.1

Policy 3.1.5

Policy 3.1.4

Policy 3.1.3

Policy 3.1.2

1	Policy 3.2.5	The City bus service shall be enhanced to improve reliability and expand weekday evening and weekend service.	3
2			2
3			3
4	<i>Bicycling</i>		4
5			5
6	Goal 4: Provide a safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to bicycling.		6
7			7
8			8
9	Objective 4.1		9
10	Strive to increase the number of bicycle trips within city limits.		10
11			11
12	Policy 4.1.1	The City shall strive to provide an interconnected bicycle system with a route to every major destination in the city.	12
13			13
14			14
15	Policy 4.1.2	The City, in cooperation with the County and FDOT, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection.	15
16			16
17			17
18			18
19	Policy 4.1.3	The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets.	19
20			20
21			21
22			22
23	Policy 4.1.4	By 2003, computerized traffic signalization in the Traditional City shall be designed to strike a balance between the needs of the pedestrian, bus, bicycle, and car, with particular consideration given to locations with high pedestrian volumes, bicycle volumes, or both. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed.	23
24			24
25			25
26			26
27			27
28			28
29			29
30	Policy 4.1.5	By 2003, the City shall identify all arterials and collector segments which are not currently designed for in-street bicycle transportation, and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.	30
31			31
32			32
33			33
34			34
35			35
36	Policy 4.1.6	The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.	36
37			37
38			38
39			39
40			40
41			41
42			42
43			43
44			44
45			45

1	Policy 4.1.7	By 2003, when sufficient right-of-way is available and when not an "A" street, all new construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards.
2		Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street.
3		The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights-of-way. Maintenance shall include sweeping of bicycle lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.
4	Policy 4.1.8	By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.
5		The City shall continue to equip each transit system bus to carry bicycles.
6	Policy 4.1.10	All new park-n-ride lots shall be designed to accommodate bicycle parking.
7	Policy 4.1.11	By 2005, the City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major transit stops and transfer points within city limits.
8	Policy 4.1.12	The City shall support continuation of provision of bicycle and pedestrian safety programs in Alachua County schools.
9	Policy 4.1.13	Objective 4.2
10		Improve bicycle-related security.
11		The City's bicycle parking design guidelines shall only allow bicycle racks which provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle rack.
12		Trail Network
13		Goal 5: Develop an interconnected Trails Network throughout the urban area.
14		Objective 5.1
15		Develop, by 2006, an average of at least one mile of trail designed for bicycles, pedestrians, and wheelchairs annually.

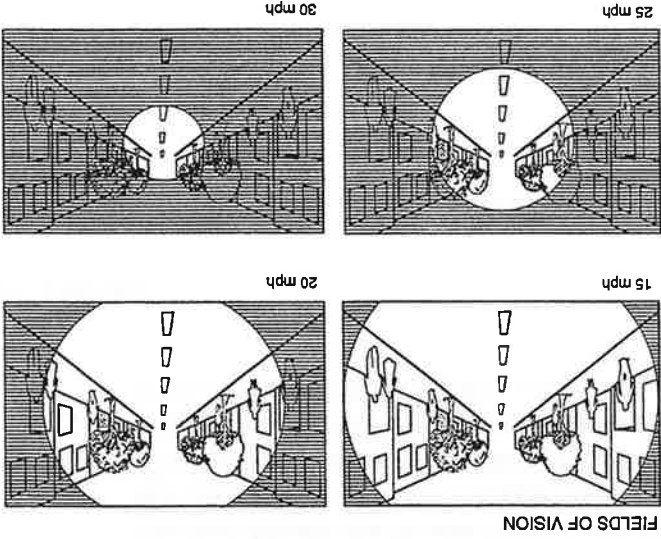
1	Policy 5.1.1	The City shall fill gaps in the Trail Network, as identified in the Data and Analysis Report and the Bicycle Master Plan, by 2010.
2		
3		
4	Policy 5.1.2	The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network -- both for corridor acquisition and trail construction -- particularly for extensions of the Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer Road corridor.
5		
6		
7		
8		
9		
10	Policy 5.1.3	The City shall amend the land development code regulations to require new development and redevelopment to provide pedestrian and bicycle access to the Greenway System from neighborhoods, shopping areas, community facilities, activity centers and large employers consistent with adopted greenway plans nearby trails, where feasible, or to enable a future retrofit connection.
11		
12		
13		
14		
15		
16		
17	Policy 5.1.4	The City shall evaluate prepare criteria for the evaluation of public lands for pedestrian and bicycle trail mass transit, trail and bikeway connections that link various land use destinations by 2003. These criteria shall also be used when negotiating Utility and stormwater management rights-of-way and easements will also be evaluated for such connections to provide linkages between neighborhoods and with activity centers.
18		
19		
20		
21		
22		
23	Policy 5.1.5	The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a "rails-with-trails" program is established.
24		
25		
26	Policy 5.1.6	The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle and pedestrian facilities.
27		
28	Policy 5.1.7	Rail-banking shall be pursued as a way to promote additional trail opportunities, and to keep options open for future inter-city passenger rail corridors.
29		
30		
31		
32		<i> Livable Streets that Promote Safety and Quality of Life</i>
33		
34	Goal 6:	Create and retain streets that promote a mix of uses such as car travel, transit, and bicycling by designing streets: (1) for slow motor vehicle speeds, (2) for quiet neighborhoods, (3) for safety for children, people with disabilities, and seniors along residential streets, (4) for a livable community featuring neighborhood pride, a sense of place, and a pleasant tree canopy; and (5) that support a sidewalk system supportive of socializing.
35		
36		
37		
38		
39		
40		
41	Objective 6.1	Revise street design standards and continue installing street design features so that construction of new streets and repair of existing streets will create a safe, balanced, livable street that can be used for all forms of travel -- to the benefit of neighborhoods, local businesses, and the overall community.
42		
43		
44		
45		

Policy 6.1.1 In the Traditional City, University Heights, and College Park, the City shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming, prominent crosswalks, modest building setbacks, and signal timing to achieve more modest average car speeds (no more than 25-30 mph) in order to create a more livable street system rich in transportation choice. The design of streets shall promote land uses that are intended along streets in this portion of the city, such as healthy and walkable retail, residential, office, and civic uses.

Policy 6.1.2 Use traffic calming, where appropriate, to promote transportation choice and to reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users. The Florida Pedestrian Safety Plan (FDOT, February 1992) and Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG) shall be used to establish appropriate standards for the design and maintenance of sidewalks and street crossings for new development and all redevelopment. Traffic calming strategies such as roundabouts, on-street parking, raised crosswalks, medians and narrowed crossing widths shall be incorporated whenever feasible.

Policy 6.1.3 The City shall make low-speed urban street design specifications and geometrics the normal, default practice for street construction, modification, and reconstruction, and shall encourage the same policy be adopted by FDOT and the County within city limits. Higher speed design shall only be used when specifically warranted.

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



FIELDS OF VISION

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64

Policy 6.1.4

Policy 6.1.3

Policy 6.1.2

Policy 6.1.1



1 project, the City shall recommend that the State or the County make such  
 2 enhancements.  
 3 Policy 6.1.5 The City shall work with the State and the County to protect the linear  
 4 continuity of raised medians as a strategy to promote safety, to provide  
 5 pedestrian refuge, traffic calming, space for landscaping, and discourage  
 6 strip commercial development.  
 7  
 8 Policy 6.1.6 The street layout of new developments shall be coordinated with the  
 9 streets and parking of surrounding areas. This shall be done by  
 10 establishing street connections to adjacent or potentially adjacent streets  
 11 and parking lots, when feasible, unless natural features prevent such a  
 12 connection. When not feasible, the end of the street shall establish a right-  
 13 of-way connection to adjacent, off-site property so that a future motorized  
 14 or non-motorized connection to an adjacent street or property is not  
 15 foreclosed.  
 16  
 17 Policy 6.1.7 The City should de-emphasize the hierarchical street system in terms of  
 18 relying on a few large streets to carry the bulk of trips, and shall  
 19 incrementally move toward a more balanced, connected system whereby  
 20 trips are more dispersed throughout the entire street system. Additional  
 21 connections should be added where needed and feasible to make our  
 22 overall street system more functional.  
 23 Policy 6.1.8 The City shall set aside at least one day each year as a designated and  
 24 publicized sustainable transportation day to encourage citizens to switch  
 25 from single-occupant car use to another commuting form of travel.  
 26  
 27 *SOV Travel*  
 28  
 29 Goal 7: Strive to minimize single-occupant vehicle trips within the Gainesville  
 30 metropolitan area.  
 31  
 32 Objective 7.1 Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means  
 33 other than single-occupant vehicle.  
 34  
 35 Policy 7.1.1 The maximum number of travel lanes for a new or widened street within  
 36 city limits shall not exceed 4 travel lanes.  
 37  
 38 Policy 7.1.2 In general, as determined on a case-by-case basis, the City shall not install,  
 39 or support the installation of, a turn lane, unless it is determined to be a  
 40 necessary component in a travel lane removal project, a necessary  
 41 component to avoid adding travel lanes, or if it is needed for street  
 42 intersection safety for all forms of travel. However, a turn lane is  
 43 permissible if there is no practical alternative and substantial pedestrian  
 44 safety features are installed. In general, turn lanes are usually  
 45

inappropriate in areas where high pedestrian volumes are expected or near schools.

As of 2001, there shall be no net increase in parking for existing City government facilities, and UF shall be encouraged to adopt a policy of no net increase in the number of car parking spaces on the existing university campus. Where appropriate, the City shall convert minimum car parking requirements to maximum requirements as a way to discourage car trips.

Policy 7.1.4

The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially-designated lands.

Policy 7.1.5

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

Policy 7.1.6

The City shall adopt LOS "C" for Limited Access Highways, Controlled Access Highways, the Florida Intrastate Highway System and LOS "D" for State two-way arterials. Development within the Gainesville Transportation Concurrency Exception Area (TCFA) shall be regulated as shown in the Concurrency Management Element.

Policy 7.1.7

The City shall adopt LOS "E" for non-state streets including Non-state streets functioning as arterials) which are city-maintained facilities in the street roadway network, as shown in the Gainesville Urban Area Transportation Study (GUATS), except as specifically provided within any designated Transportation Concurrency Management Area (TCMA) Development within the Gainesville TCBA shall be regulated as shown in the Concurrency Management Element.

Policy 7.1.8

The City shall adopt LOS "D" for non-state streets including Non-state Roadways functioning as arterials) which are Alachua County-maintained facilities in the street roadway network, as shown in the "Average Annual Daily Traffic Level of Service Report", GUATS, except as specifically provided within any designated Transportation Concurrency Management Area (TCMA) Development within the Gainesville TCBA shall be regulated as shown in the Concurrency Management Element.

Policy 7.1.10

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

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47

1	Policy 7.1.11	The City shall coordinate the transportation network with the Future Land Uses shown on the Future Land Use Map Series in order to encourage compact energy efficient development patterns and to provide safe and convenient multi-modal access for work, school, shopping and service-related trips by walking, transit and bicycle, to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida Intrastate Highway System.
2		
3		
4		
5		
6		
7		
8		
9	Policy 7.1.12	Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.
10		
11		
12	Policy 7.1.13	The City shall adopt a Transportation Demand Management ordinance that requires larger employers to offer single-occupant vehicle trip reduction incentives, such as subsidized transit passes or parking cash-out policies, for their employees.
13		
14		
15		
16		
17	Objective 7.2	Reduce car dependency to obtain environmental, financial, and social benefits.
18		
19		
20	Policy 7.2.1	By 2010, single-occupant vehicle trips within the city shall be reduced by 5 percent.
21		
22		
23	Policy 7.2.2	The City's adopted transportation level of service standards will continue to accept some level of congestion in order to encourage use of more sustainable forms of travel, more transportation choice, a better retail environment, and less urban sprawl.
24		
25		
26		
27		
28	Policy 7.2.3	Widening a street will not be used as a first response strategy to reduce car congestion. Instead, if car congestion is considered excessive, the City shall support alternate solutions such as strategies that promote bus use, bicycling, and walking.
29		
30		
31		
32		
33	Policy 7.2.4	Decision-makers will incorporate the impacts of induced traffic when evaluating results of travel modeling.
34		
35		
36	<i>Accessibility for the Disabled</i>	
37		
38	Goal 8:	Create a transportation environment that is free of barriers for people with disabilities.
39		
40		
41	Objective 8.1	Eliminate existing barriers for people with disabilities.
42		
43		



1	Policy 8.1.1	Curb ramps and raised crosswalks shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.
2		
3		
4		
5	Policy 8.1.2	The City shall continue to equip RTS buses to carry people with disabilities.
6		
7		
8	Policy 8.1.3	Car parking spaces for persons who have disabilities shall conform to the Florida Accessibility Code for Building Construction standards.
9		
10	<i>Aviation</i>	
11		
12	Goal 9:	Provide an aviation facility to meet the needs of passengers, commercial airlines, and general aviation in a safe and efficient manner.
13		
14		
15	Objective 9.1	
16	<del>The City shall</del>	Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the 1987 Gainesville Airport Master Plan through the year 2001 as long as its improvements and operations are consistent with the City's Comprehensive Plan.
17		
18		
19		
20		
21	Policy 9.1.1	The City shall monitor the ridership potential for main bus service to the Gainesville Regional Airport, and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding area.
22		
23		
24		
25		
26	Policy 9.1.2	The City shall use the 1987 Gainesville Regional Airport Master Plan as the future land use guide for development in and around the airport.
27		
28	Policy 9.1.3	The City shall ensure that airport improvements are in compliance with the City's Conservation, Open Space and Groundwater Recharge Element.
29		
30		
31	Objective 9.2	
32	<del>By 1996, the City shall</del>	Continue to eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating the siting of new (or expansion of existing) airports, or related facilities with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.
33		
34		
35		
36		
37		
38	Policy 9.2.1	The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.
39		
40		
41	Policy 9.2.2	The City shall continue to work with Alachua County to ensure that incompatible land uses within the 65, 70 and 75 Ldn airport noise contours are eliminated.
42		
43		
44		

1	Policy 9.2.3	The City shall encourage the Gainesville-Alachua County Regional	1
2		Airport Authority to acquire adjacent land which is not compatible with	2
3		the Airport as identified in the FAR Part 150 Study, and determined to be	3
4		economically feasible by federal and state land acquisition regulations.	4
5	Objective 9.3		5
6		Coordinate proposed airport expansions by the Gainesville-Alachua County Regional	6
7		Airport Authority shall be coordinated with transportation plans by the Florida	7
8		Department of Transportation and the Metropolitan Transportation Planning	8
9		Organization.	9
10			10
11			11
12			12
13	Policy 9.3.1	The City shall continue to ensure that future aviation projects and the	13
14		Airport Industrial Park are integrated with the City's traffic circulation	14
15		system and with other modes of transportation, such as transit and	15
16		bicycling.	16
17			17
18			18
19	Objective 9.4		19
20			20
21		The City shall continue to coordinate airport growth with appropriate aviation or other	21
22		related organizations.	22
23			23
24	Policy 9.4.1	The City shall continue to work with the Gainesville-Alachua County	24
25		Regional Airport Authority on all of its aviation projects.	25
26			26
27	Policy 9.4.2	The Gainesville-Alachua County Regional Airport Authority shall	27
28		coordinate with the City, the Federal Aviation Administration, the Florida	28
29		Department of Transportation, North Central Florida Regional Planning	29
30		Council, the Continuing Florida Aviation System Planning Process and	30
31		other appropriate agencies on all of its aviation projects.	31
32			32
33			33

1991 Transportation Mobility Element

overall goal

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 OPPORTUNITY 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.

goal 1

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

objective 1.1

30 THE CITY SHALL ESTABLISH LEVELS OF SERVICE FOR ROADS THAT ARE  
31 CONSISTENT WITH FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) GUIDELINES  
32 FOR PEAK HOUR, AND PEAK DIRECTION OPERATION. THE CITY SHALL ESTABLISH  
33 PEAK HOUR LEVELS OF SERVICE FOR MASS TRANSIT THAT SERVE EXISTING AND  
34 FUTURE MAJOR TRIP GENERATORS AND ATTRACTORS.

politics

37  
38  
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 "D" PLUS 10%.

46  
47 b. DEVELOPMENT WITHIN THE GAINESVILLE TRANSPORTATION CONCURRENCY  
48 EXCEPTION AREA (TEEA) 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 "B" 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 (GATS). 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 GATS.  
 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 MPO to provide Art Plan  
 16 analysts for all GATS 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 1.1.5 Outside the Transportation Concurrency Exception Area, any new  
 22 development or change of use of an existing building or building  
 23 complex along a state or county maintained arterial or collector in the  
 24 GATS network which has a median ADT within 55 percent of maximum  
 25 service volumes allowed at LOS "D" when calculated using Art Plan  
 26 analysts and any City maintained collector in the GATS network which  
 27 has a median ADT within 55 percent of maximum service volumes allowed  
 28 at "B" when calculated using Art Plan analysts shall require the owner  
 29 to provide multi modal needs improvements, if needed, such as parking  
 30 for bicycles, sidewalk connections from the building(s) to the public  
 31 sidewalk, completion of public sidewalk from property to existing  
 32 sidewalks or nearest intersection, and closing of poorly located,  
 33 overly wide or duplicative curb cuts. New development shall orient  
 34 buildings to enhance pedestrian access.  
 35  
 36 1.1.6 The City shall provide main bus service to each Medium and High  
 37 Intensity Mixed Use area identified on the Future Land Use Map of the  
 38 Comprehensive Plan unless the City Commission determines that there is  
 39 inadequate ridership to support this service.  
 40  
 41 1.1.7 The City shall provide main bus service to Medium and High  
 42 Intensity Mixed Use areas identified in the Future Land Use map of the  
 43 Comprehensive Plan with minimum headways of one hour during peak hours.  
 44 Peak hours of operation shall be operating hours before 9 a.m. and  
 45 between 3:30 and 7:00 p.m.  
 46  
 47 1.1.8 The City shall provide main bus service within 1/4 mile of 80  
 48 percent of all Medium and High Density Residential areas designated on  
 49 the Future Land Use Map of the Comprehensive Plan, and within the RTD  
 50 service area, as shown in the Transportation Mobility Map Series.  
 51  
 52 1.1.9 The City shall evaluate transit destinations and the main bus  
 53 service area to determine the need for service modification. At a  
 54 minimum, these evaluations shall occur when:  
 55  
 56 a. New Medium and High Intensity Mixed Use areas are designated on  
 57 the Future Land Use Map;

1  
2 b. Annexations take place, and  
3  
4 e. Medium and high density residential development is permitted.  
5  
6 1.1.10 The city shall permit extensions of routes or the main bus  
7 service area only when the following criteria are met:  
8  
9 a. The area to receive transit service is within one mile of an  
10 existing route;  
11  
12 b. The area to receive transit service is characterized by  
13 residential densities of at least 4 dwelling units per acre, or the  
14 area contains a medium or high mixed use area that supplies employment,  
15 shopping and/or service needs to city residents, and/or  
16  
17 e. The city determines that the area will produce adequate ridership  
18 to support the extension. Adequate ridership will be based on needs  
19 assessment conducted by RTD that will include surveys of existing  
20 and/or potential riders, public hearings, and an evaluation of service  
21 requests and available funding to support the expansion.  
22  
23 1.1.11 In addition to the level of service requirements in Policy  
24 1.1.1, development projects within one quarter mile of the segment of  
25 N.W. 34th Street from N.W. 39th Avenue to U.S. 441 shall be required to  
26 meet the following requirements:  
27  
28 a. Development of new drive through facilities, as defined in Policy  
29 1.4.5, shall not gain access directly from or onto 34th Street between  
30 N.W. 39th Avenue and U.S. 441. Drive through facilities shall be  
31 designed to gain access internally from existing or proposed shopping  
32 centers or mixed use development parking, whenever it is available.  
33 Development plan design shall direct auto traffic to areas of the site  
34 that will have the least conflict with pedestrian and bicycle travel  
35 routes.  
36  
37 b. Development projects on this segment must provide mitigation in  
38 proportion to the transportation impacts generated by the development  
39 in order to meet transportation concurrency compliance and the  
40 provisions of Policy 1.1.6. Special traffic studies may be required as  
41 a part of the development approval process to determine the  
42 proportional traffic impacts, as measured by trip generation and  
43 distribution, from the development. Mitigation shall include items such  
44 as, but not limited to: intersection and/or signalization improvements  
45 to improve roadway operation and safety; addition of dedicated turn  
46 lanes into and out of development to maintain the level of service and  
47 safe operating conditions of the roadway; provision of transit shelters  
48 built to city specifications; bus passes provided to residents or  
49 employees of a development; subsidies to the mass transit system which  
50 either increase headways or add additional bus service to the segment;  
51 a contractual agreement with the city for the provision of mass transit  
52 service on the segment; sidewalks and sidewalk connections; addition of  
53 bicycle lanes, and/or ride sharing or van pool programs.  
54  
55 e. Development plan design shall maximize the safe and efficient  
56 operation of this roadway segment in accordance with generally accepted  
57 professional traffic engineering principles and practices.

1.1.12 In addition to the level of service requirements in policy 1.1.1, development projects within one quarter mile of the segment of NW 13th Street between University Avenue and NW 29th Road shall be required to meet the following:

a. Development projects on this segment must provide mitigation in proportion to the transportation impacts generated by the development in order to meet transportation concurrency compliance and the provisions of policy 1.1.6. Special traffic studies may be required as a part of the development approval process to determine the proportional traffic impacts, as measured by trip generation, trip distribution, and intersection analysis, from the development. Mitigation shall include items such as, but not limited to: intersection and/or signalization improvements to improve roadway operation and safety; addition of dedicated turn lanes into and out of developments to maintain the level of service and safe operating conditions of the roadway; provision of transit shelters built to city specifications; dedication of right of way for the construction of bus turn out facilities; construction of bus turn out facilities; bus passes provided to residents or employees of a development; subsidies to the mass transit system which either increase headways or add additional bus service to the segment; a contractual agreement with the city for the provision of mass transit service on the segment; sidewalks and sidewalk connections to the public sidewalk; widening of existing sidewalks; dedication of right of way for the addition of bicycle lanes; ride sharing or van pool programs; reduction of curb cuts on existing sites; and/or provision of cross access agreements or joint driveways.

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

c. Parking in excess of that required by the Land Development Code shall not be allowed.

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

Objective 1.2

The City shall coordinate the transportation network with the future land uses shown on the Future Land Use Map Series in order to encourage compact, energy efficient development patterns and to provide safe and convenient multi-modal access for work, school, shopping and service-related trips, to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida Interstate Highway System.

Policies



1 1.2.1 The city shall consider existing access to the main bus system or  
2 the feasibility of future access to the main bus system when  
3 designating medium and high intensity mixed use activity centers,  
4 medium and high density residential development, and for development  
5 that is planned primarily for transportation disadvantaged groups.  
6  
7 1.2.2 Pedestrian accessibility shall be a review criteria for all  
8 development plans. At a minimum, sidewalks shall be included as part  
9 of the following: a) subdivision streets with an expected average daily  
10 trip generation of more than 1200 trips; and b) internal traffic  
11 circulation plans of intermediate and major development plans. The  
12 city shall include pedestrian and bicycle access as a component in  
13 special area studies and corridor studies, street vacation and closing  
14 studies conducted by the city and the MPO.  
15  
16 1.2.3 The priority of road improvements within the city shall be to  
17 enhance access to existing employment centers, redevelopment areas and  
18 multi-family housing areas. Roadway improvements shall include in-  
19 street bicycle facilities.  
20  
21 1.2.4 Redevelopment and mixed use areas designated on the future land  
22 use map that promote compactness shall be given priority in the  
23 allocation of highway capacity.  
24  
25 1.2.5 The city shall monitor the ridership potential for main bus  
26 service to the Gainesville Regional Airport, and institute such service  
27 when the city commission determines that demand warrants mass transit  
28 service to the airport and the surrounding area.  
29  
30 1.2.6 The city shall annually analyze accident reports to identify  
31 vehicle to vehicle conflicts, vehicle to bike conflicts and vehicle to  
32 pedestrian conflicts.  
33  
34 1.2.7 The city shall prepare criteria for the evaluation of public  
35 lands for mass transit, trail and bikeway connections. These criteria  
36 shall also be used when negotiating utility and stormwater management  
37 rights of way and easements to provide linkages between neighborhoods  
38 and with activity centers.  
39  
40 1.2.8 The future land use map shall continue to show areas for housing  
41 which serve the needs of employees and students within walking distance  
42 of the university and the downtown.  
43  
44 1.2.9 Whenever redevelopment or reuse of a site would result in the  
45 combination of one or more parcels of land that had previously operated  
46 as separate uses, having separate driveways and parking, which are now  
47 proposed to operate jointly or to share parking facilities, the total  
48 number and location and width of driveways shall be reviewed. In order  
49 to reduce access points on the roadway system, driveways shall be  
50 eliminated when the area served can be connected within the site.  
51  
52 Objective 1.3  
53  
54 The city shall require new development and redevelopment to be designed  
55 to augment mass transit and non motorized access to community  
56 facilities, employment centers and activity centers.  
57

2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57

polites

~~1.3.1 All residential subdivisions shall be designed to provide pedestrian and bicycle connections to community facilities and neighborhood shopping.~~

~~1.3.2 The city shall amend land development regulations to require development and redevelopment to provide access to the Greenway System from neighborhoods, shopping areas, community facilities, activity centers and large employers consistent with adopted greenway plans.~~

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

~~1.3.4 The city shall coordinate with PDOT and Alachua County to implement Access Management, 14 96 and 14 97 PAC.~~

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

~~1.3.6 By January 1995, the city shall survey all sidewalks within the city for barriers to pedestrians. A plan shall be completed for removing obstacles and for regular maintenance of the sidewalk surface, vegetation and lighting within city rights of way. The MPO shall be informed of the needs on county and state rights of way. The placement of poles, signs, furniture or other objects in the right of way shall allow a minimum 60 inch clear, accessible width to be maintained.~~

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

~~Objective 1.4~~

~~The city shall increase the effectiveness of the transportation system through coordinated planning with the Metropolitan Transportation Planning Organization (MPO), the Florida Department of Transportation (FDOT) and Alachua County.~~



1 1.4.1 The City shall provide staff review and information to assist the  
2 North Central Florida Regional Planning Council on updates of the  
3 Gainesville Urban Area Transportation Study (GUATS).  
4  
5  
6 1.4.2 The City shall continue to propose transportation projects that  
7 affect the City to the MPO for consideration in the 5 Year  
8 Transportation Improvement Program.  
9  
10 1.4.3 By 1994, the City shall coordinate with FDOT, MPO and Alachua  
11 County to improve transportation system management and enhance safety  
12 by the installation of loop detector system and by review of signal  
13 timing on state highway system roads.  
14  
15 1.4.4 The City shall continue to compile accident records and provide  
16 the MPO with timely information on safety problems within the City.  
17  
18 1.4.5 By 1994, the City shall work with FDOT, MPO, and Alachua County  
19 to identify future transportation rights of way and to provide for  
20 development regulations and acquisition programs which will protect  
21 such corridors for their intended future use. Such protection and  
22 long range planning shall include pedestrian, bicycle and mass transit  
23 facilities. The City shall work with Alachua County to develop joint  
24 review procedures for vacation of right of way and variances to  
25 building setback lines on any corridor identified in the 2015 GUATS  
26 Plan.  
27  
28 1.4.6 The City shall assist the MPO in issuing a level of service  
29 report on all GUATS system roadways annually and shall coordinate with  
30 the MPO to designate backlogged and constrained facilities, these  
31 designations shall be amended as appropriate to reflect updated traffic  
32 count information and system improvements.  
33  
34 1.4.7 N.W. 9th Avenue between N.W. 22nd Street and N.W. 6th Street  
35 shall be defined as "Policy constrained" and "Physically constrained"  
36 in accordance with FDOT Florida Highway System Plan, LOS Manual, 1992.  
37  
38 1.4.8 The City shall cooperate with the MPO, FDOT, Alachua County and  
39 local businesses/institutions in the formation of a transportation  
40 demand management association which shall develop programs to modify  
41 peak hour travel demand and to reduce the number of vehicle miles  
42 travelled per capita in the community and region. The first priority  
43 shall be establishment of programs to reduce single passenger vehicle  
44 trip ends in the Downtown/Campus Sub area.  
45  
46 1.4.9 The City shall work with FDOT to widen sidewalks and provide  
47 traffic control and design features to enhance pedestrian activity  
48 along University Avenue from North South Drive to the Matheson Museum.  
49  
50 Objective 1.5  
51  
52 RPS shall continue to improve the handicapped accessibility to the  
53 main bus fleet and shall supplement the fixed route main bus system  
54 with a demand responsive transit system. The demand responsive system  
55 shall serve ADA eligible patrons as a first priority and shall serve  
56 handicapped, low income and elderly persons who cannot use the main bus  
57 system.

1  
2  
3 policies  
4  
5 1.5.1 The City shall cooperate with Coordinated Transportation System,  
6 Inc., the MPO and FDOT in planning services for the transportation  
7 disadvantaged within RTS's service area and in promoting the efficient  
8 and effective use of various transportation assistance programs.  
9  
10 1.5.2 The City shall continue to use a demand responsive transit system  
11 to provide transit services to those who cannot use the main bus  
12 system.  
13  
14 1.5.3 If federal, state and local funding becomes inadequate to support  
15 the existing demand responsive system the first priority for demand  
16 responsive service shall be to meet federal requirements in the RTS  
17 main bus service area.  
18  
19  
20 objective 1.6  
21  
22 By 1996, the City shall increase transit ridership by at least five  
23 percent over 1990 levels by making transit safer, more convenient,  
24 predictable and visible.  
25  
26  
27 policies  
28  
29 1.6.1 The City shall produce annual performance reports of individual  
30 routes. These reports shall:  
31  
32 a. Evaluate the efficiency of service delivery in terms of riders  
33 per mile, riders per hour, cost per service hour, cost per passenger  
34 trip, and other measures identified by RTS, and  
35  
36 b. Separate funding sources by main bus, demand responsive system,  
37 and campus shuttle routes to distinguish the costs of operating each  
38 service.  
39  
40 1.6.2 The City shall annually evaluate ridership to ensure that there  
41 is adequate capacity to accommodate any increases in ridership.  
42 Reserve capacity shall be a minimum of 1.25 percent of existing  
43 ridership.  
44  
45 1.6.3 By June 1994, the City shall complete an inventory and evaluation  
46 of existing bus stops. The evaluation shall include the condition of ex  
47 need for shelter, bicycle parking, route information, benches and waste  
48 receptacles.  
49  
50 1.6.4 The City shall provide periodic maintenance of bus stops, and  
51 shall repeat the bus stop inventory and evaluation on an annual basis.  
52  
53 1.6.5 The City in cooperation with the MPO and FDOT shall identify  
54 locations to establish park and ride programs.  
55  
56 1.6.6 By 1995, the City shall determine if there is adequate demand for  
57 providing evening service to locations that are considered as major

1 ridership generators. Examples include the University of Florida  
 2 Libraries, Santa Fe Community College Downtown Campus, area medical  
 3 facilities, and major shopping/entertainment centers located on Archer  
 4 Road, N.W. 13th Street and Newberry Road.  
 5  
 6 1.6.7 By 1996, the City in cooperation with the Urban Area Bicycle  
 7 Advisory Board shall identify strategic bus stops for the installation  
 8 of bicycle racks and strategic routes to receive buses equipped with  
 9 bike carriers.  
 10  
 11 1.6.8 The City shall review progress toward the MPO adopted modal  
 12 split for the year 2005 of 85% auto trips, 5% bicycle trips, 5% transit  
 13 trips, 5% pedestrian trips at each update of the GVAIS plan.  
 14  
 15 1.6.9 New community facilities and shopping areas, within the main bus  
 16 service area, shall be located no further than one half mile from  
 17 transit routes.  
 18  
 19  
 20 Goal 2  
 21  
 22 MINIMIZE THE NEGATIVE IMPACTS OF TRANSPORTATION ON THE ENVIRONMENT AND  
 23 NEIGHBORHOODS.  
 24  
 25  
 26 Objective 2.1  
 27  
 28 The motorized transportation network shall be designed to minimize  
 29 intrusions into environmentally significant areas and shall include  
 30 streetscaping.  
 31  
 32  
 33 policies  
 34  
 35 2.1.1 The City shall coordinate with FDOT and Alachua County to  
 36 designate appropriate routes for hazardous materials handlers, such  
 37 routes shall be consistent with well field protection.  
 38  
 39 2.1.2 Improvements to transportation corridors shall include provisions  
 40 to enhance the aesthetic character of the city through landscape design  
 41 and augmentation of the tree canopy.  
 42  
 43 2.1.3 The motorized transportation system shall be designed to  
 44 minimize the impacts on viable residential and single family  
 45 neighborhoods.  
 46  
 47 D. Aviation Element  
 48  
 49 Goal 1  
 50  
 51 PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS,  
 52 COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT  
 53 MANNER.  
 54  
 55  
 56 Objective 1.1

1 The City shall promote the Gainesville Regional Airport as the aviation  
 2 facility for Gainesville and its air service area, and support the  
 3 implementation of the 1987 Gainesville Airport Master Plan through the  
 4 year 2001 as long as its improvements and operations are consistent  
 5 with the City's Comprehensive Plan.  
 6  
 7  
 8  
 9 Policies  
 10  
 11 1.1.1 The City shall use the 1987 Gainesville Regional Airport Master  
 12 Plan as the future land use guide for development in and around the  
 13 airport.  
 14  
 15 1.1.2 By June 1992, the City shall adopt Land Development Regulations  
 16 that implement an Airport Facility Overlay District to guide future  
 17 airport improvements and to ensure compliance with the Comprehensive  
 18 Plan.  
 19  
 20 1.1.3 The City shall ensure that airport improvements are in compliance  
 21 with the City's Conservation, Open Space and Groundwater Recharge  
 22 Element.  
 23  
 24 1.1.4 The City shall ensure that the development of Airport property be  
 25 consistent with the objectives and policies of the Conservation, Open  
 26 Space and Groundwater Recharge Element including the mitigation of any  
 27 adverse structural and non structural impacts.  
 28  
 29  
 30 Objective 1.2  
 31  
 32 By 1996, the City shall eliminate incompatible land uses within airport  
 33 noise contours and hazardous obstructions affecting the landing,  
 34 takeoff, or maneuvering of aircraft.  
 35  
 36  
 37 Policies  
 38  
 39 1.2.1 The City's future land use Element shall designate compatible  
 40 land uses within the vicinity of the airport.  
 41  
 42 1.2.2 The City shall continue to work with Alachua County to ensure  
 43 that incompatible land uses within the 65, 70 and 75 Ldn airport noise  
 44 contours are eliminated.  
 45  
 46 1.2.3 The City shall encourage the Gainesville Alachua County Regional  
 47 Airport Authority to acquire adjacent land which is not compatible with  
 48 the Airport as identified in the FAR Part 150 Study, and determined to  
 49 be economically feasible by federal and state land acquisition  
 50 regulations.  
 51  
 52 1.2.4 By June 1992, the City shall adopt Land Development Regulations  
 53 which will limit the height of structures and other uses affecting  
 54 navigable airspace in and around the airport.  
 55  
 56  
 57 Objective 1.3

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

~~polites~~

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

~~Objective 1.4~~

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

~~polites~~

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

~~1.4.2 The Gainesville Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional~~

~~Planning Council, the Gainesville Florida Aviation System Planning process and other appropriate agencies on all of its aviation projects.~~

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30



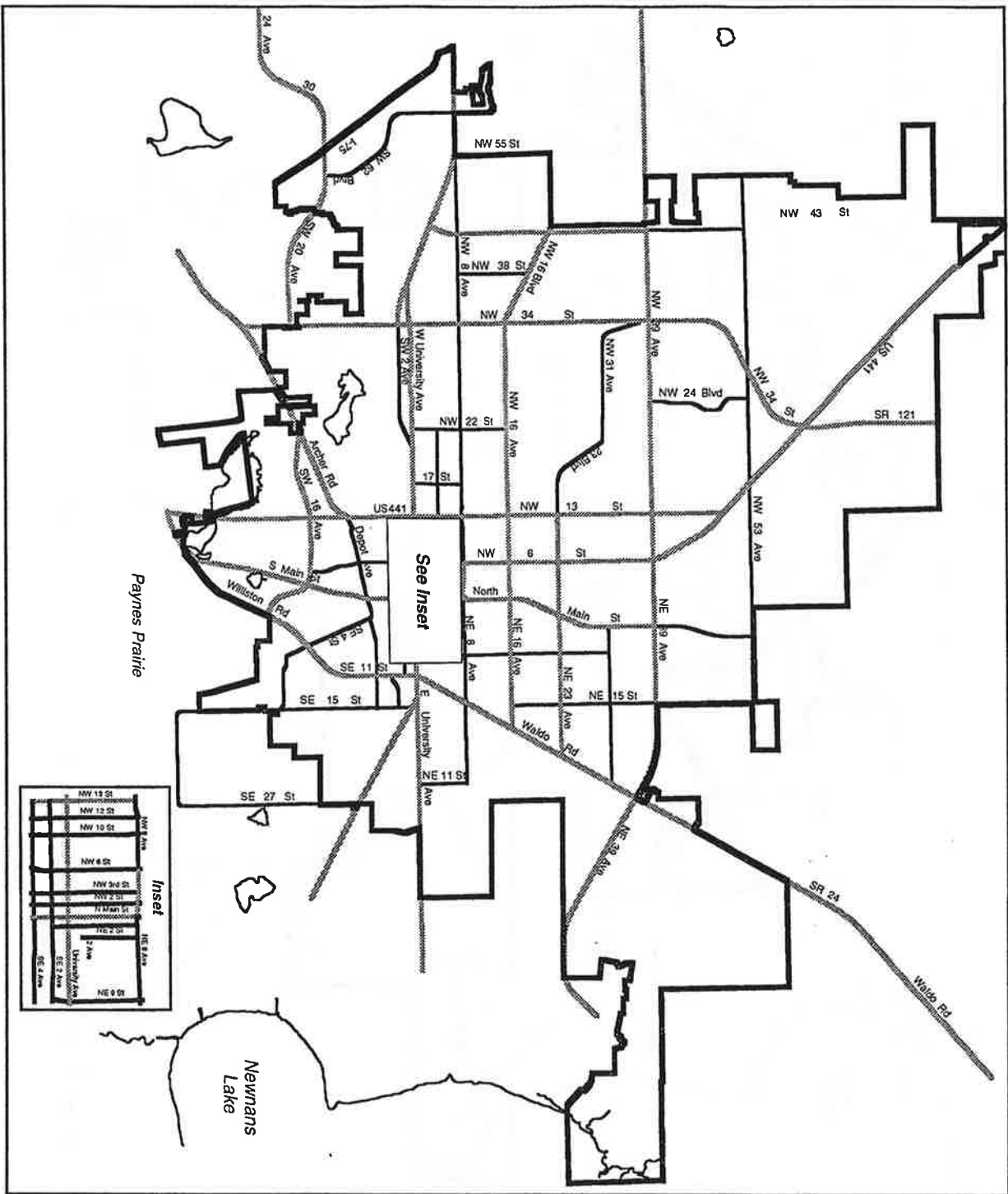
# Transportation Mobility Element Map Series

Transportation Mobility Element  
Petition 146CPA-00PB  
January 25, 2001

- 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

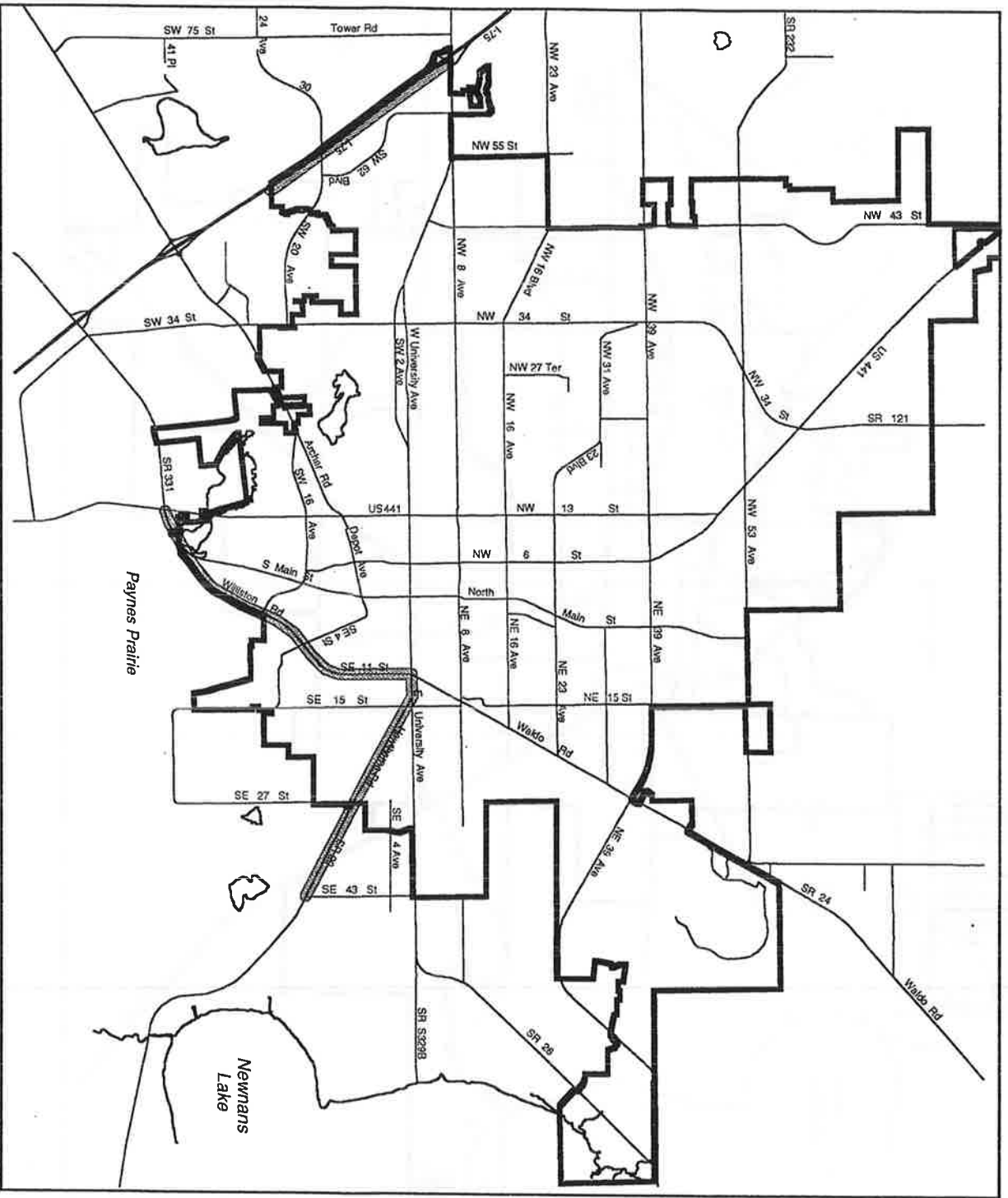
## Legend

-  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  
 Gainesville, Florida**  
 Prepared by the  
 Department of Community Development  
 April 2000







# LIMITED AND CONTROLLED ACCESS FACILITIES

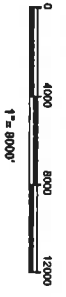
Existing Traffic Circulation

## 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.

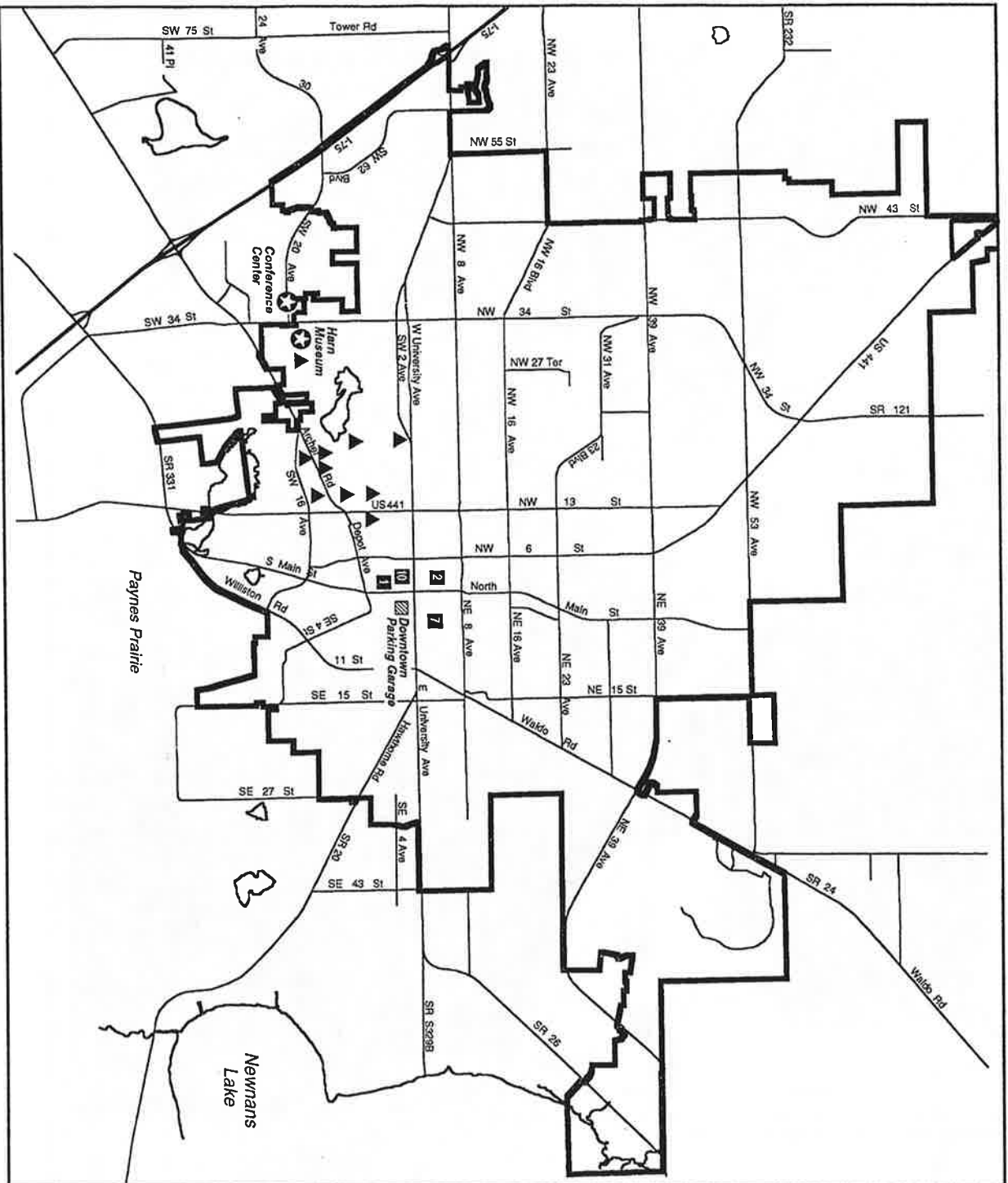
**City of Gainesville  
Gainesville, Florida**  
Prepared by the  
Department of Community Development  
February 2000



# MAJOR PARKING FACILITIES

## Legend

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



## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000



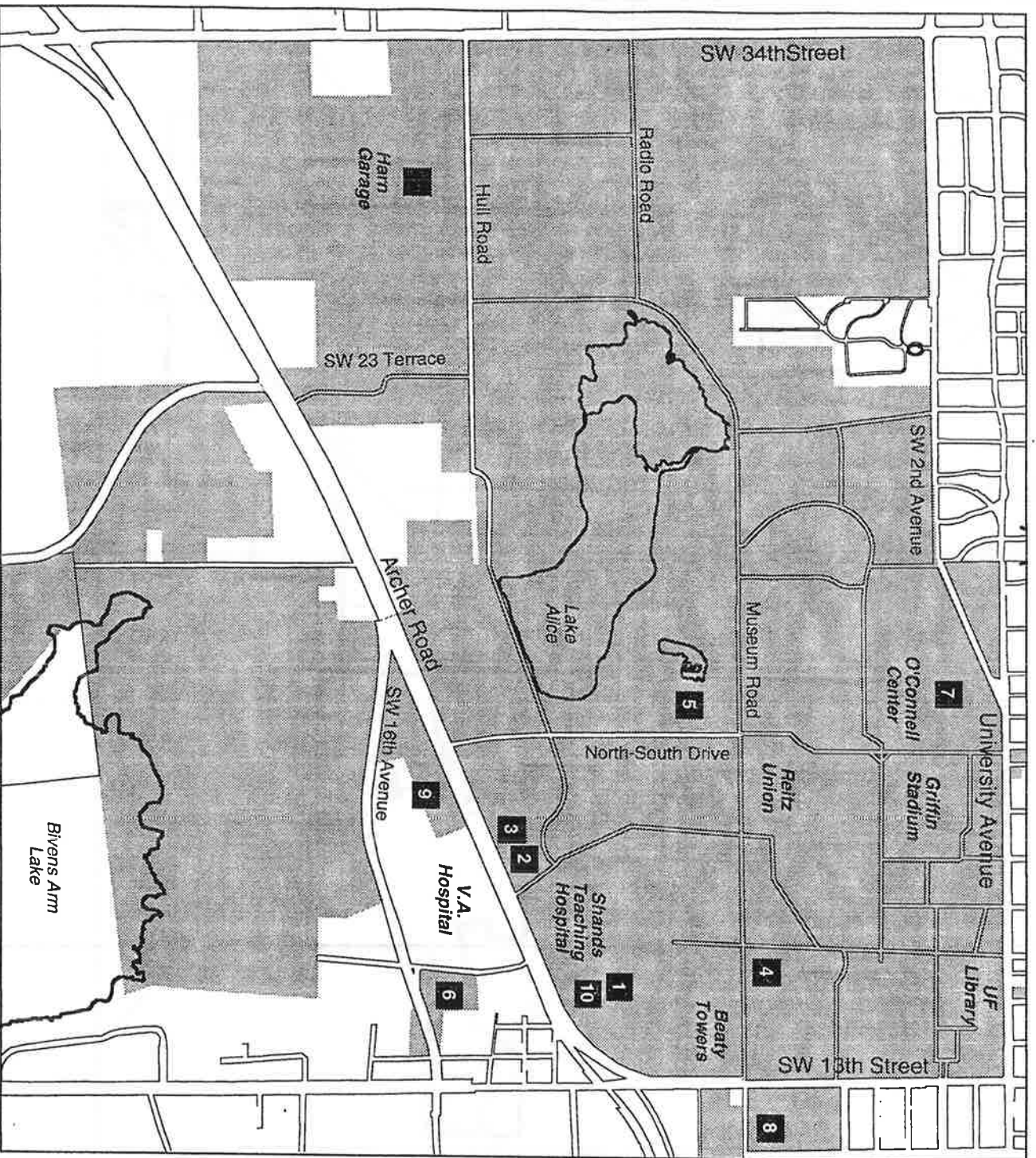
# PARKING GARAGES

University of Florida Campus

- Legend**
- # Parking Garages

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

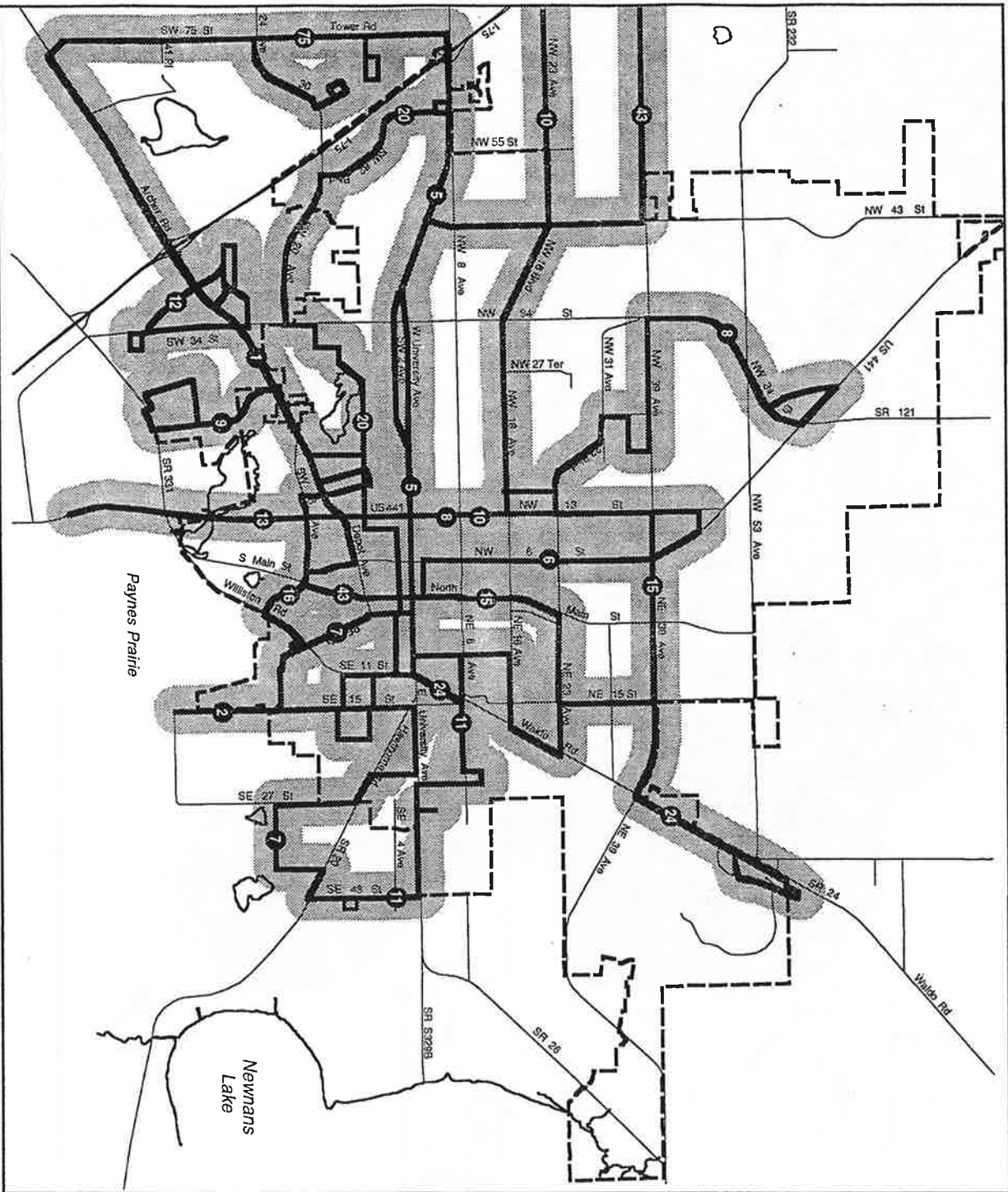
University of Florida



**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
August 2000








# TRANSIT ROUTES

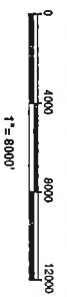
Walking Service Area

## Legend

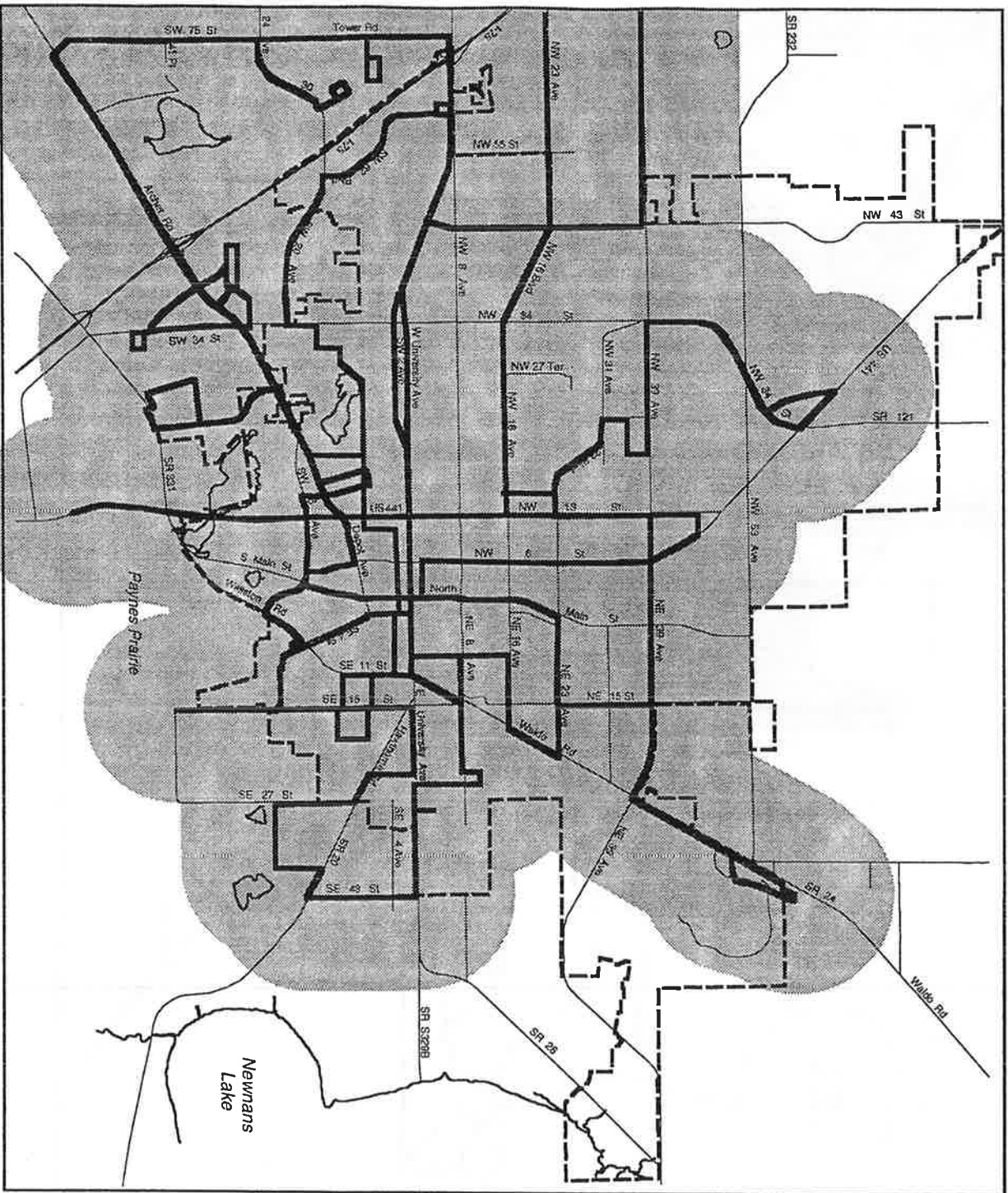
-  1/4 Mile Walking Distance from Transit Route
-  Bus Route
-  City Limits

Source: Gainesville RT's, Spring 2000, Bus Schedule.  
 Routes 300 (UF Express) and A (Downtown to Reitz Union) are specialty routes and are not shown.

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







# TRANSIT ROUTES

## Bicycle Service Area

### Legend

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

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

**City of Gainesville  
 Gainesville, Florida**

Prepared by the  
 Department of Community Development  
 August 2000

0 4000 8000 12000  
 1" = 8000'

**N**

### EXISTING & POTENTIAL TRANSIT HUBS, TERMINALS, TRANSFER STATIONS

#### # Existing Hubs

- 7. North 13th Street Neighborhood Center
- 13. Oakes Mall/North Florida Regional Hospital
- 16. University of Florida/Shands VA Hospital
- 17. Downtown Area

#### # Potential Hubs

- 1. Greenways of Gainesville
- 2. Gainesville North Activity Center, (unbuilt)
- 3. Northwood Shopping Center
- 4. Hunter's Crossing
- 5. Ridgeway Village Shopping Area
- 6. Hancock Village (built/Toomsend (unbuilt))
- 8. Exchange Center
- 9. Wynn Dinning Lake
- 10. Mithrappur Shopping Center
- 11. Main Street Shopping Center
- 12. Campfireliner (Valdosta Road)
- 14. Corporate park
- 15. Vestigata/Westgate Agency
- 17. Regional Transit System Transit Center Site (within downtown area); to be built
- 18. Valdosta Road/East University Avenue
- 19. Food Lion
- 20. South Main Street & South 16th Avenue

#### # Transit Terminals

- 21. Downtown Plaza
- 22. UF Campus

#### # Transfer Stations

- 23. Oakes Mall
- 24. Butler Plaza

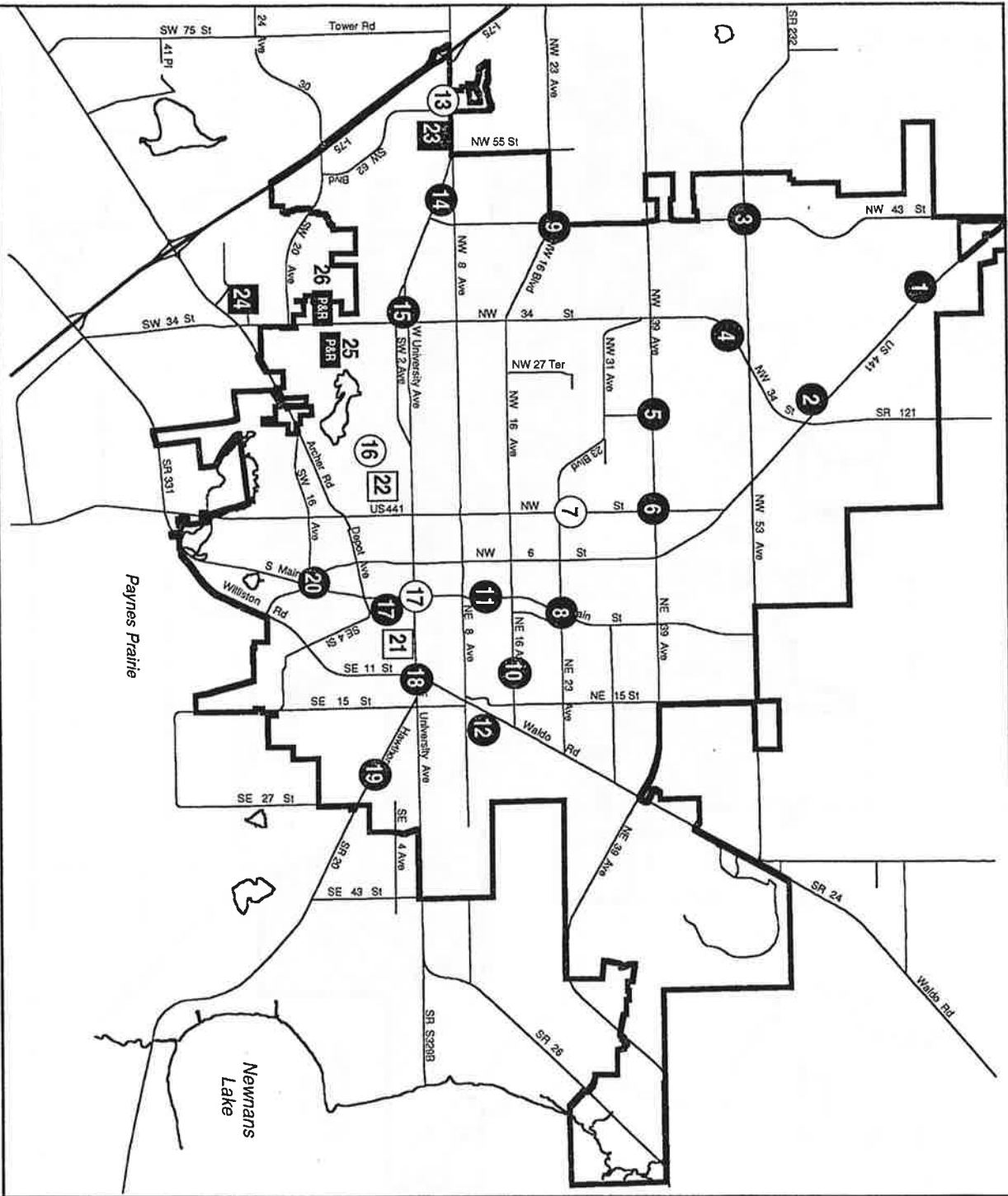
#### P&R: Park & Ride Facility

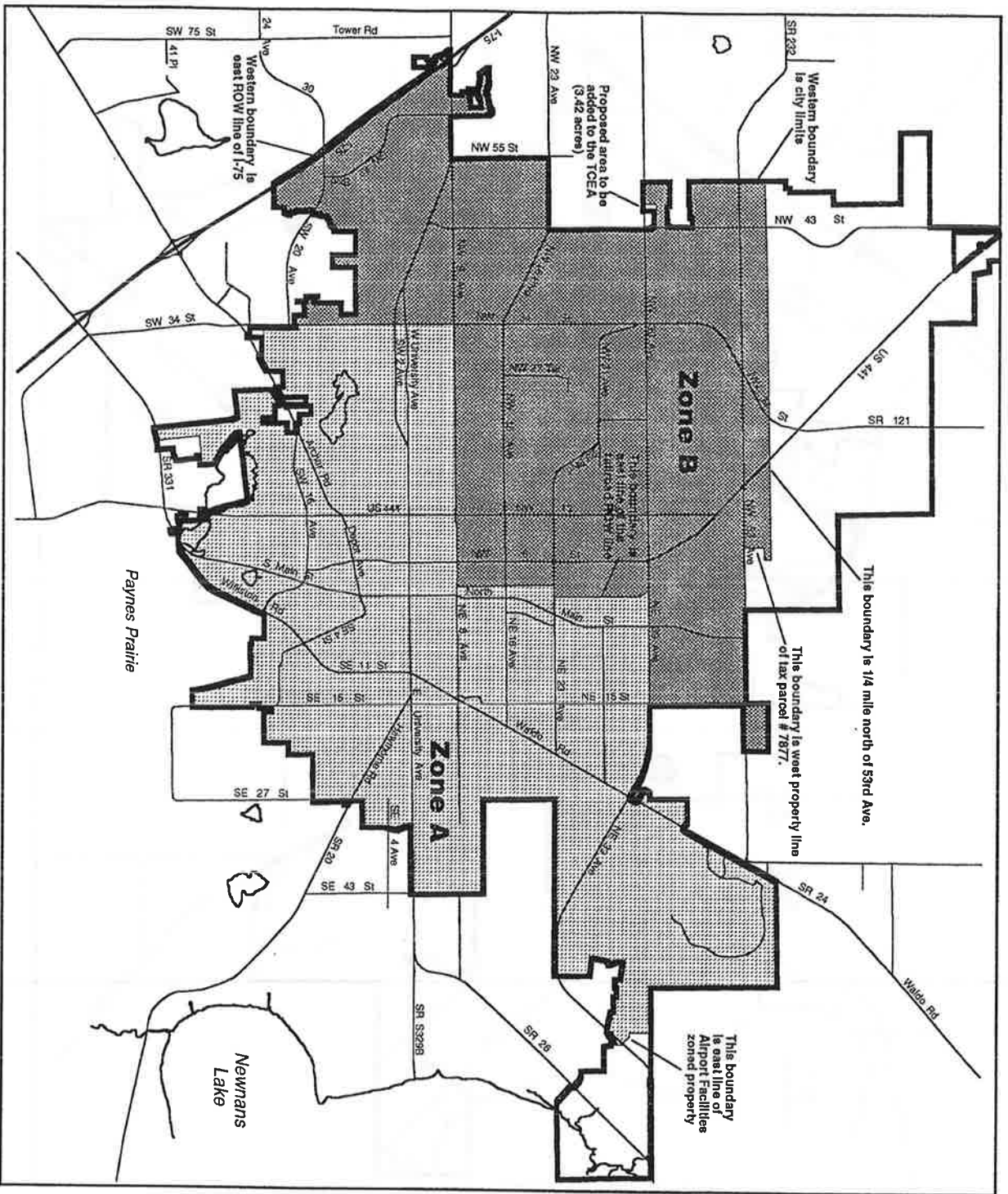
- 25. Ham Museum
- 26. UF Conference Center

#### — Gainesville City Limits

## City of Gainesville, Florida




Prepared by the  
Department of Community Development  
August 2000





# TRANSPORTATION CONCURRENCY EXCEPTION AREA

## Legend

-  Zone A
  -  Zone B
  -  City Limits
- Transportation Concurrency Exception Area Sub-Zones







City of Gainesville  
 Gainesville, Florida  
 Prepared by the  
 Department of Community Development  
 January 2001



# GAINESVILLE TRAIL NETWORK

## Designated & Future

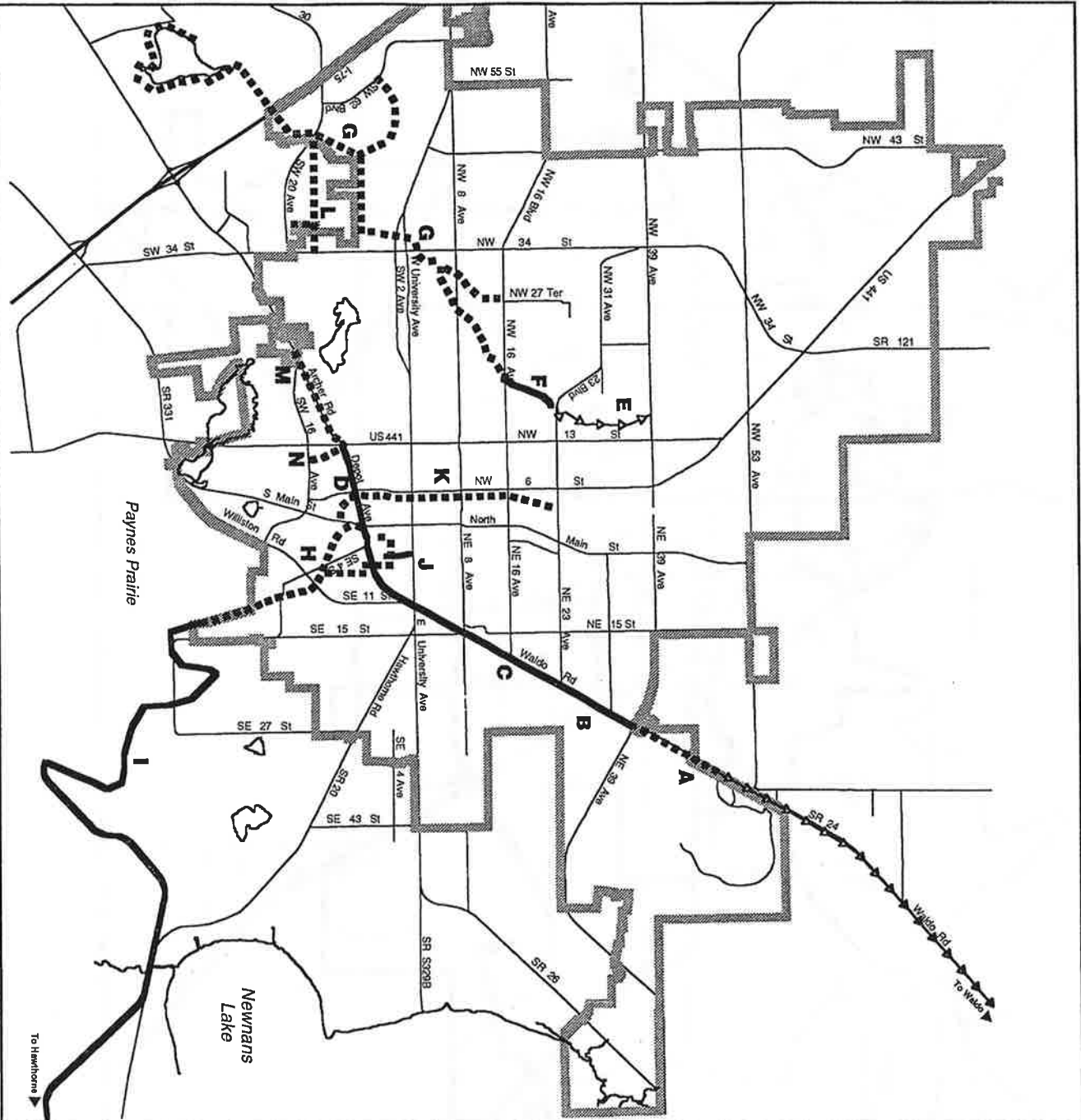
-  Designated Network Trail - with Existing Trail
-  Designated Network Trail - Trail not Installed
-  Future Network Trails
-  Gainesville City Limits

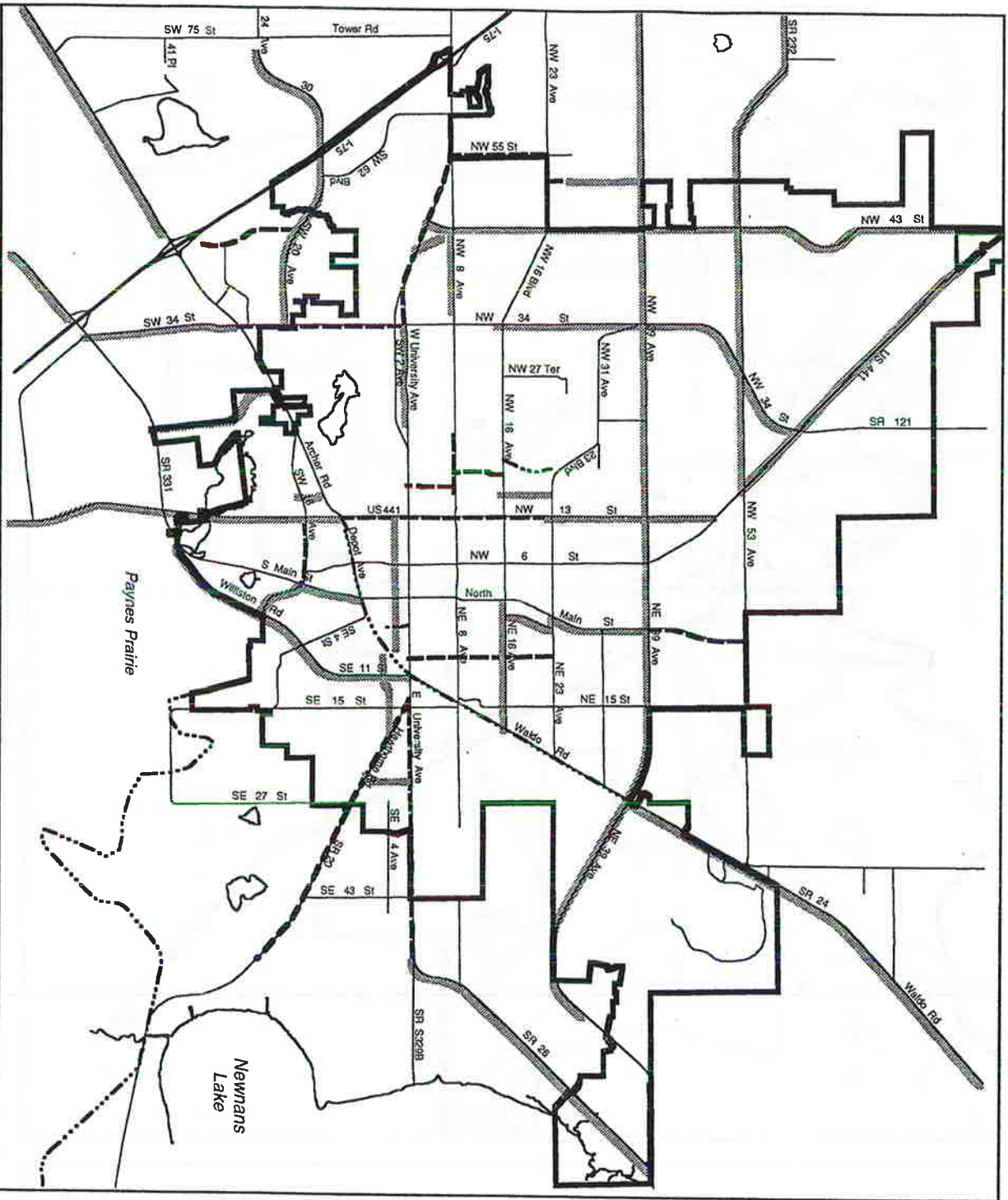
### NETWORK TRAILS

Trail Name	Existing	Proposed	TOTAL
<b>WALDO-DEPOT RAIL TRAIL:</b>			
A NE 38th Ave to NE 4th Ave	0	1.0	1.0
B NE 38th Ave to NE 15th Ave	1	0	1
C NE 15th Ave to Main St	22	0	22
D Main St to Univ Center Hotel	1.1	0	1.1
<b>HOGTOWN TRAIL:</b>			
E Ring North	0	1.0	1.0
F Ring North to NW 17th Ave	0.5	0	0.5
G NW 17th Ave to Kennelshaha	0	5.5	5.5
<b>HAWTHORNE RAIL TRAIL:</b>			
H Main St to Boulware	0	1.9	1.9
I Boulware to GUN	7.4	1.9	9.3
<b>SWEETWATER TRAIL:</b>			
J University Ave to 4th Ave	0.2	0	0.2
<b>6TH STREET TRAIL:</b>			
K NW 23rd St to Main St	0	2.6	2.6
<b>20TH AVE CHARRETTE TRAILS:</b>			
L Half Road Extension Trail	0	1.2	1.2
M SW 20 Ave to SW 34 St	0	0.3	0.3
N Park N Rise Lot 2 to SW 20 Ave	0	1.5	1.5
<b>M Sigmon Memorial Trail:</b>			
Univ. Center Hotel to SW 23 Ter	0	0.9	0.9
<b>N PK Younger Trail:</b>			
SW 10 Ter to Depot Ave	0	0.4	0.4
<b>Total Miles:</b>			27.6

**City of Gainesville**  
Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000



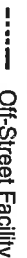





# BICYCLE FACILITY TYPES

Existing

## Legend

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

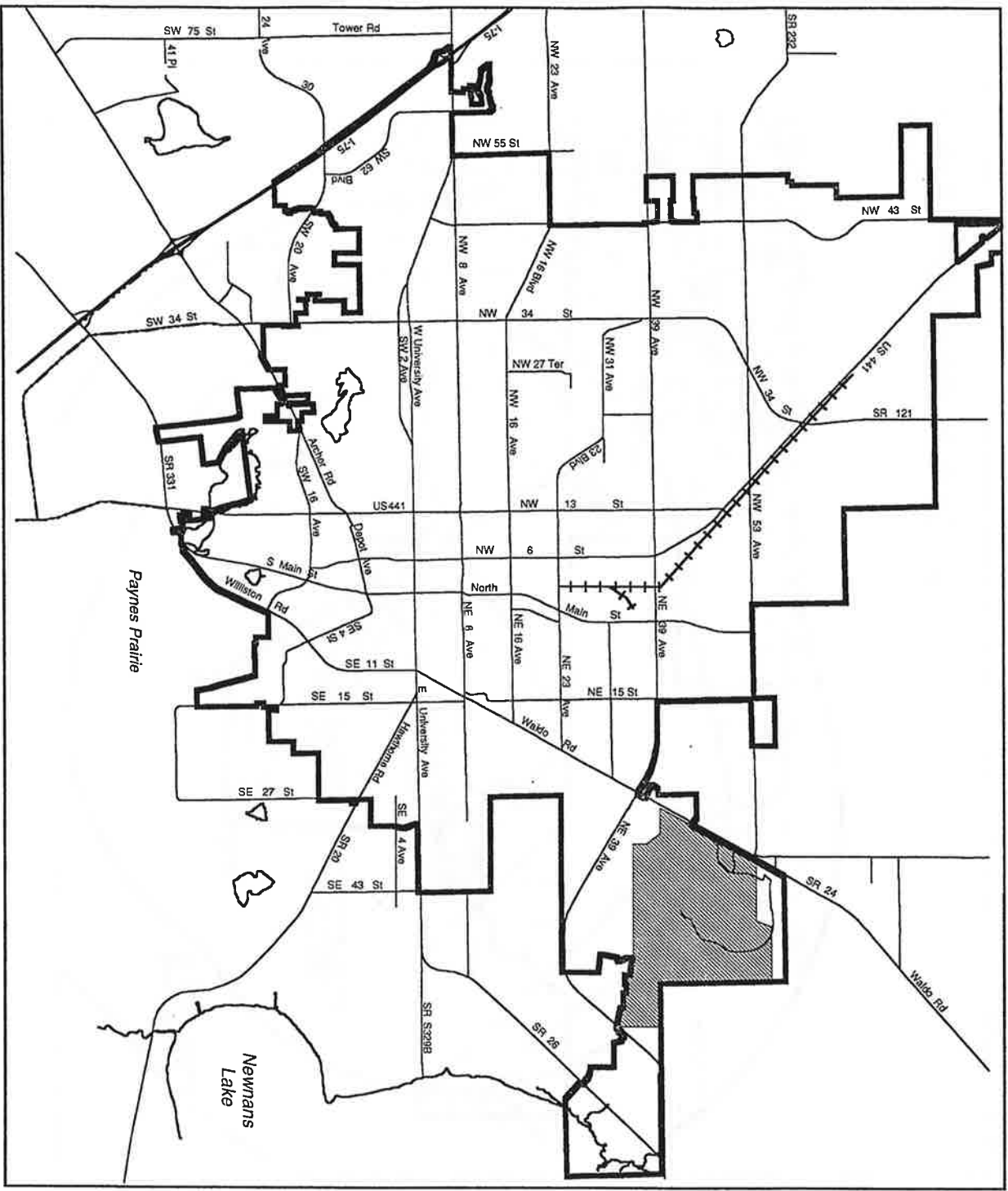
Source: "Gainesville Bikeway System Map" prepared by the City of Gainesville Traffic Engineering and the Bicycle/Pedestrian Advisory Board, 12/99.

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

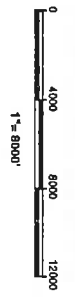


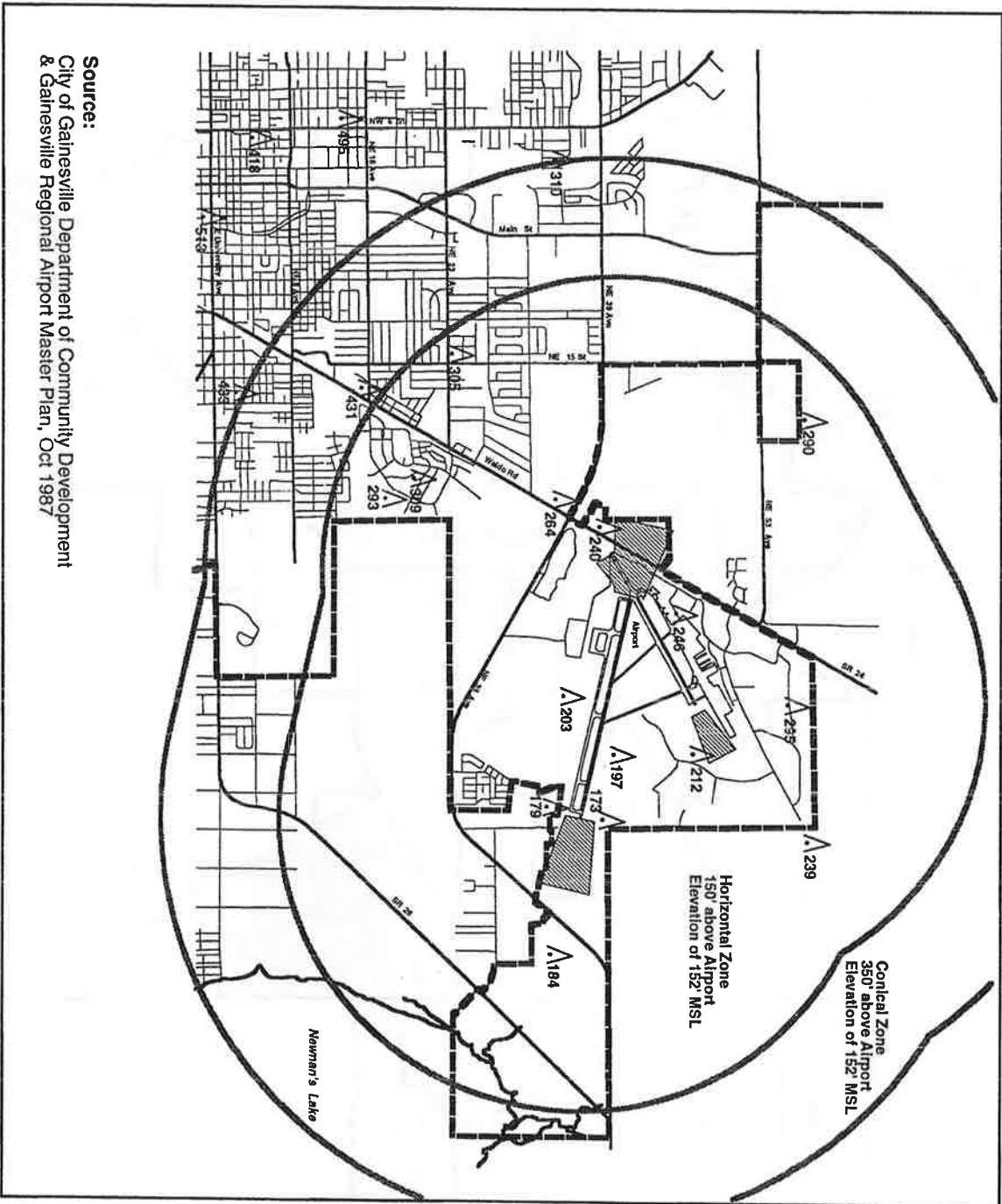
# RAIL & AIRPORT FACILITIES

- 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

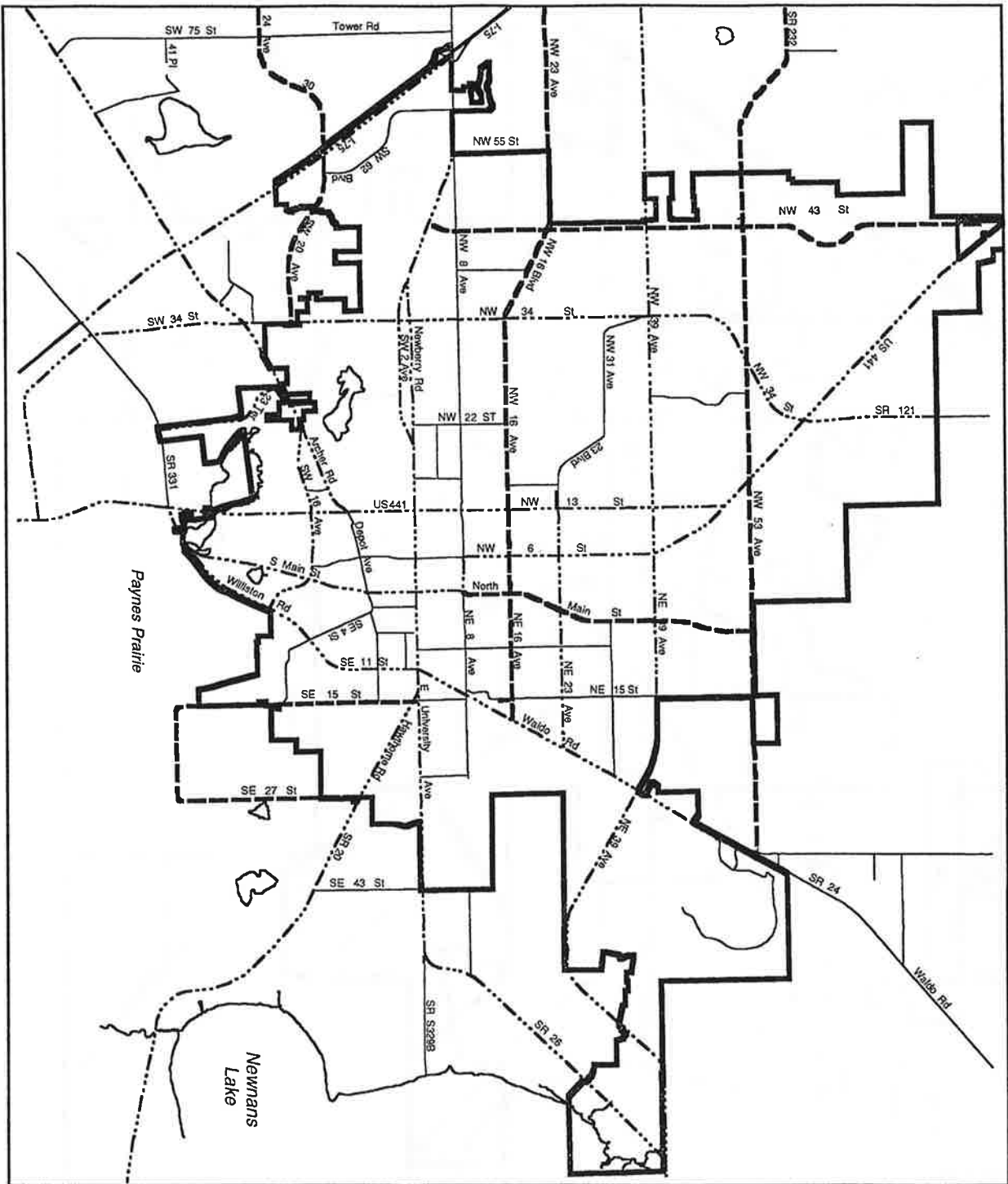
- Legend**
- Clear Zones
  - Obstructions
  - City Limits

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

0 5000 10000  
1" = 5000'

N

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



## MAINTENANCE RESPONSIBILITY

Selected Streets

### Legend

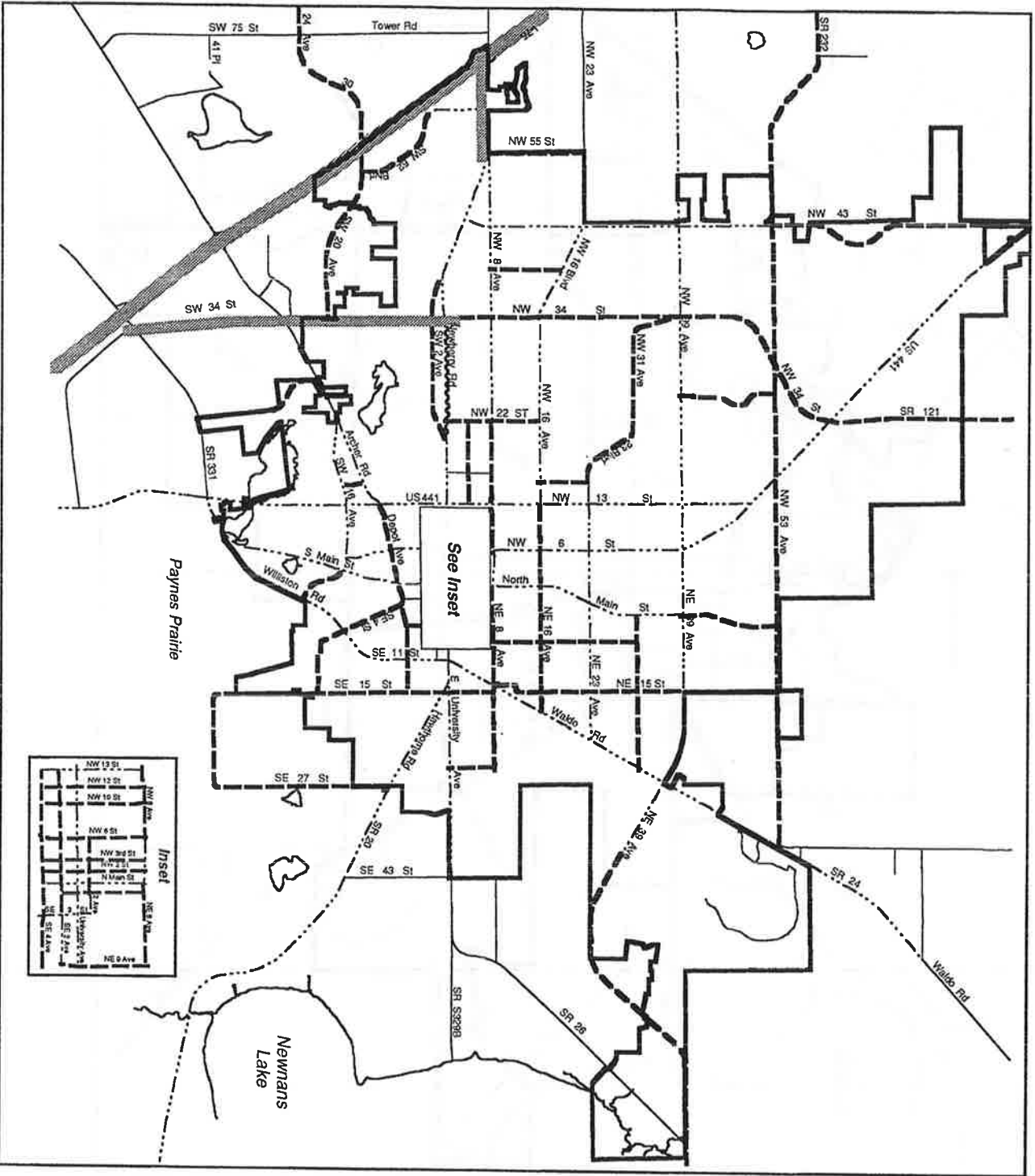
- State Maintained
- County Maintained
- Gainesville City Limits

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

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
February 2000





# NUMBER OF LANES

Existing Traffic Circulation

## Legend

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

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





# MAJOR TRIP GENERATORS & ATTRACTORS

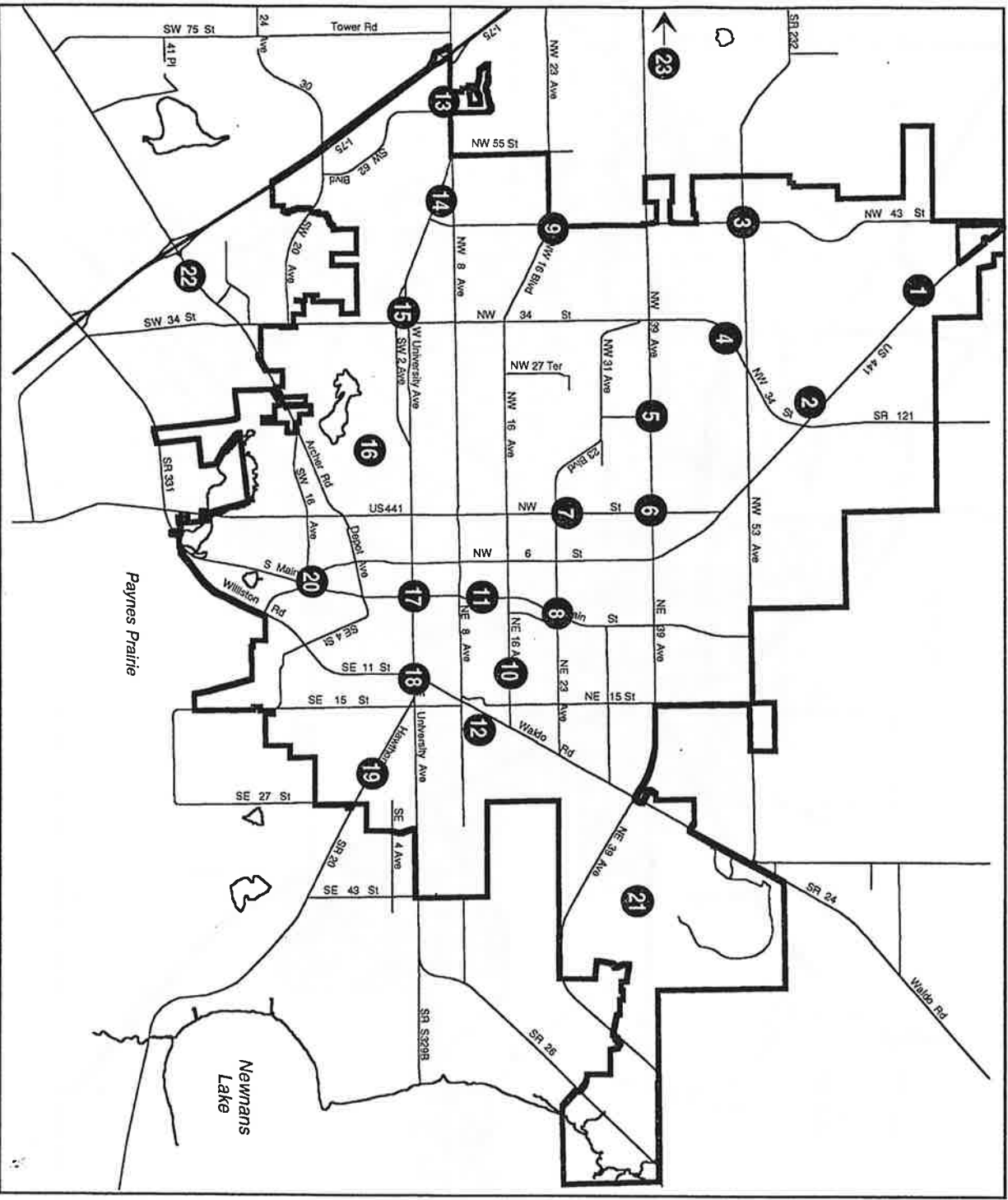
**#** Major Trip Generators & Attractors

1. Greenway of Gainesville (Gainesville North Activity Center, unbuilt)
2. Northwood Shopping Center
3. Hunter's Crossing
4. Ridgeway Village Shopping Area
5. Hancock Village (bully) townsend (unbuilt)
6. Exchange Center
7. North 13th Street Activity Center
8. Wm Dixie/Big Lots
9. Milltopper/Thorntree Village
10. Northgate Shopping Center
11. Main Street Shopping Center
12. Camp Primer (Waldo Road)
13. Oakes Mall/North Florida Regional Hospital
14. Corporate Park
15. W. Regional Medical Regency
16. University of Florida/Shands/V.A Hospital
17. Downtown Area
18. Waldo Road/East University Avenue
19. Food Lion
20. South Main Street & South 16th Avenue
21. Airport
22. Buller Plaza
23. SFC/CSpringshill

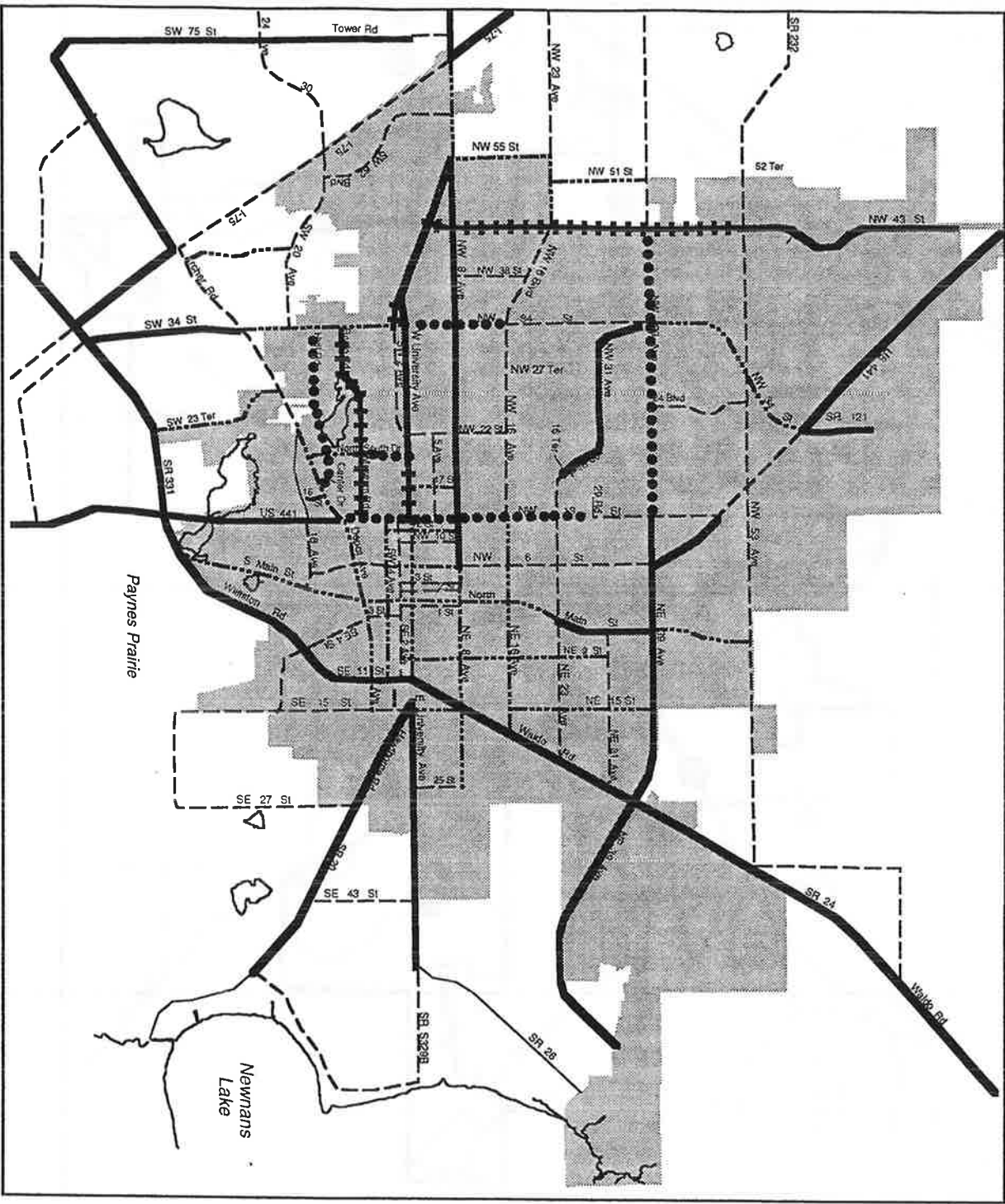
— Gainesville City Limits

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
August 2000







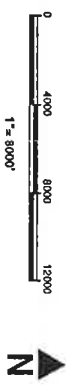
# EXISTING STREET LOS, 6/00

## 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

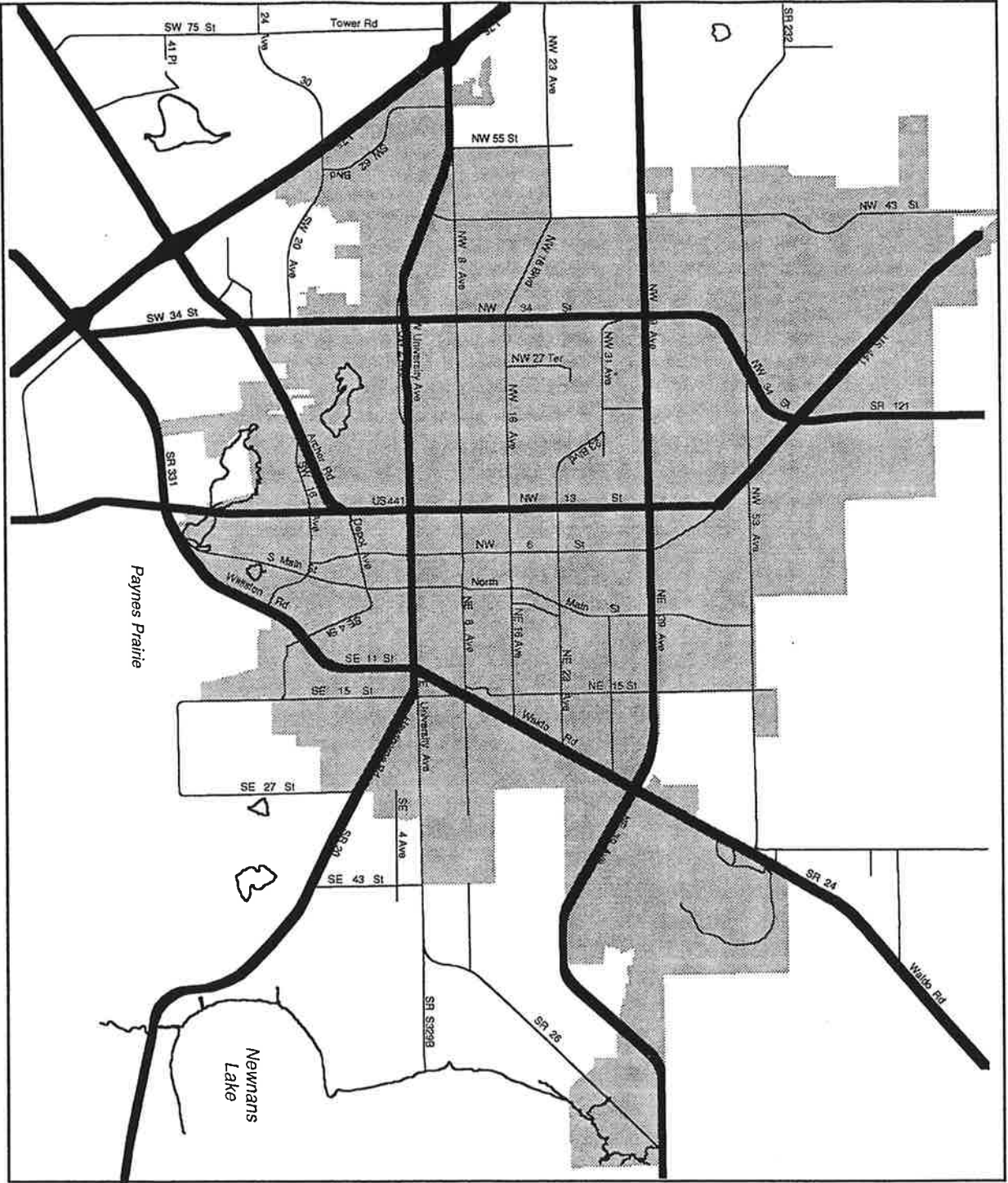
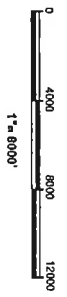


# NATURAL DISASTER EMERGENCY EVACUATION ROUTES

- 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





## Conservation, Open Space and Groundwater Recharge Element

### Goal 1

Establish and maintain an integrated and urban-defining open space network that protects and conserves key environmental features.

#### Objective 1.1

Upon adoption of this Plan, the City shall protect all significant environmental lands and resources identified on Map 2 in the (Environmentally Significant Land and Resources) map series within the Future Land Use Map Series. The City shall continue to identify environmentally significant open space and recreation sites for acquisition.

#### Policies

1.1.1 At a minimum the following standards and guidelines shall be used to protect environmentally sensitive resources identified on Map 2 in the (Environmentally Significant Land and Resources) map series within the Future Land Use Map Series:

- a. Creeks: Developments must be consistent with the "Regulations of Development Near Creeks" Ordinance, which prohibits Development prohibited within 35 feet of the centerline break in slope at the top of the bank centerline of any regulated creek. Between 35 and 150 feet from the break in slope at the top of the bank, there is a presumption that development is detrimental to the regulated creek unless demonstrated otherwise.

- b. Wetlands: Developments containing wetlands must maintain the existing level of wetland acreage and function on the property avoid loss of function or degradation of wetland habitat and/or wetland hydrology as the highest priority. Degradation or loss of function that is unavoidable shall be minimized, and the applicant must demonstrate that the cause of the degradation or loss of function is clearly in the public interest. The City shall develop and implement land development regulations that at a minimum:

- 1) Establish criteria for determining whether or not the proposed development or activity is clearly in the public interest.
- 2) Establish mitigation ratios for wetland preservation, restoration and creation.
- 3) Establish bonding, monitoring and maintenance requirements for wetland mitigation projects.
- 4) Establish means of assuring that the wetland mitigation project continues to exist and function as approved.

5) Require review and approval of wetland mitigation projects by qualified professionals.

c. Lakes: Developments containing a ~~natural~~ lake (or lakes) must not adversely impact the condition of the lake. Dredge and fill shall be prohibited. Development shall be prohibited within 35 feet of the landward extent of a lake.

d. Wellfields: Developments must be consistent with Policy 2.3.32 of this Element.

e. Major Natural Groundwater Recharge Areas: Developments within this area must be consistent with Policies 2.3.43 and 2.3.5 of this Element.

f. Upland Areas: Developments within an area identified as Upland must submit an ecological inventory of the parcel. Based on the inventory, development may be allowed on up to the maximum of 75 percent of the parcel.

1.1.2 The City shall adopt criteria for use the environmentally significant properties inventory/tanking report the urban area, and use these criteria to develop and maintain an inventory of open space and natural reservations to be considered for acquisition. These criteria shall be designed to preserve identify viable populations of native plant and animal species, environmentally significant areas, and unique geological or historic features that should be preserved, and show connectivity with other public lands and environmentally significant areas that should be maintained.

1.1.3 By June 1992, The City shall adopt continue to have land development regulations that require new developments to dedicate land and easements, particularly for the creation of buffers along and around surface waters and natural reservations and to facilitate the development of greenways.

1.1.4 The City shall seek at a minimum of \$300,000 \$150,000 per year toward the acquisition and preservation from the Alachua County Forever funds for the purchase of environmentally significant open space and recreation sites.

Objective 1.2

The City shall coordinate with Alachua County on the Alachua County Forever program.

Policies

1.2.1 The City shall seek to maximize the protection of environmentally sensitive lands

through the nomination of properties for acquisition with Alachua County Forever and other relevant funds.

## Goal 2

Mitigate the effects of growth and development on environmental resources.

### Objective 2.1

Upon adoption of this Plan, existing citywide levels of wetland acreage and functions within City limits shall be maintained to the extent feasible through the year 2004 2010.

## Policies

2.1.1 By 1992, The City shall develop and continue to maintain an inventory of wetlands, and adopt land development regulations designed to preserve conserve existing wetland acreages and preserve natural functions on a citywide basis.

When wetlands are unavoidably lost to development, mandatory mitigation shall be required to ensure no net loss of acreage and functions occurs. Mitigation will be performed within city limits except where special circumstances prohibit this option, in which case all mitigation must remain within Alachua County.

### Objective 2.2

The City shall improve the quality of stormwater entering City lakes and creeks by requiring development and redevelopment to meet the adopted water quality standards of this Element and the Stormwater Management Element.

## Policies

2.2.1 The City shall adopt land development regulations that continue to require stormwater quality treatment facilities for redevelopment of non-residential sites and the Central City District, particularly within stream-to-sink basins.

2.2.2 The City shall adopt land development regulations that reduce the amount of impervious parking surface allowed within any environmentally significant area, as compared to impervious surfaces outside these areas. In these areas, reduction of impervious surface shall include reduction of required parking spaces, use of pervious surfaces, and/or use of multi-story parking structures to prevent damage to environmentally significant areas and transition zones.

2.2.3 The City shall adopt continue to have land development regulations that require state-of-the-art best management practices for stormwater quality and hazardous

~~materials management designs to prevent damage to environmentally significant areas and transition zones.~~

2.2.43 The City shall adopt land development regulations that require the handling of hazardous materials in such a way as to prevent degradation of the natural environment. At a minimum, this shall be achieved by complying with the Alachua County Hazardous Materials Management Code (Ord. 91-6, 1991) and the Alachua County Murphree Wellfield Protection Code, which:

a. Prohibits new, ~~large-scale chemical businesses, hazardous materials facilities, and regulated underground storage tank systems from~~ siting within the unconfined zone of the Floridan aquifer;

b. ~~Prohibit new, large-scale hazardous materials facilities from siting within the primary and secondary wellfield protection zones of the Murphree wellfield.~~

c. Requires new, large-scale ~~chemical businesses hazardous materials facilities to maintain large setbacks from surface waters, wells, and floodplains; and~~

d. Requires stringent ~~chemical hazardous materials storage and containment designs, periodic monitoring, inspections, a management plan, fees, and penalties for non-compliance.~~

2.2.54 The City shall ~~adopt~~ continue to have land development regulations that supplement the standards of the applicable Water Management District to promote the natural cleansing of water in creeks. Such standards shall include:

a. Limiting creek dredging;

b. Prohibiting channelization;

c. Requiring sedimentation controls during and after construction;

d. Protecting creek banks and vegetation;

e. Requiring treatment of the first "one inch" of runoff;

f. Restoring previously channelized creeks identified for restoration by the City, ~~provided that such restoration does not conflict with stormwater management objectives.~~

2.2.65 The City shall ~~maintain an inventory of altered creek segments suitable for restoration to a more natural condition.~~



### Objective 2.3

By June 1992, The City shall only permit activities that maintain drinking water resources to meet the demands of population projected for the year 2004 2010.

#### Policies

~~2.3.1 To protect drinking water resources, the City shall adopt criteria for the location of hazardous materials collection/transfer/treatment facilities:~~

2.3.21 The City shall continue to cooperate with the Alachua County Environmental Protection Office Department, the Florida Department of Environmental Regulation (FDER)(FDEP), the Water Management Districts, and the Environmental Protection Agency (EPA) and shall support the appropriate agencies with efforts to accomplish the following:

- a. Identify areas of pollution to surface waters and groundwater;
- b. Establish a monitoring program that provides an annual report describing present environmental conditions and cleanup status;
- c. Identify parties responsible for polluted areas, and require such parties to mitigate pollution problems.

2.3.32 The City shall allow land uses and facility design in that part of the City falling within wellfield management protection zones (and other "community water system" cones of influence as defined by Rule 17-550.200 and 91-5.003(21), F.A.C.) and identified on Map 2 in the (Environmentally Significant Land and Resources) map series within of the Future Land Use Map Series, that are in compliance with the Murphree Wellfield Management Code Ordinance 88-15, Protection Code, adopted July 26, 1988 by the Alachua County Board of County Commissioners. New placement of septic tanks in the secondary zone for non-residential uses shall also be prohibited.

2.3.43 The City shall only allow new development to place septic tanks in commercial, institutional, and industrial districts to place septic tanks:

- a. In compliance with areas of major groundwater recharge, if the development is in compliance with the Alachua County Hazardous Material Code Ordinance 91-6 and does not include activities handling hazardous materials as listed in EPA's extremely hazardous substances list promulgated by SARA Title III, and Division 3. Wellfield Protection Special Use Permit of the City's Land Development Code, and if the

development is in compliance with the Alachua County Hazardous  
Materials Management Code.

b. In areas not shown as regulated creek, lake, wetland, and upland areas  
identified on Map 2 (in the Environmentally Significant Land and  
Resources map series) of the Future Land Use Map Series.

2.3.54 The City shall ~~adopt~~ continue to have a water conservation plan consistent with  
the Water Management Districts' plans (Sec. 373.175 & 373.246, F.S., and Chap.  
40C-21, F.A.C.). The plan shall include strategies to deal with emergency  
conditions, implement public education campaigns regarding the nature of  
groundwater resources and the need to protect and conserve them, provide a  
public information program on water reuse systems, and develop potable water  
rate structures to encourage water conservation.

2.3.65 Pursuant to Section 373.0395, F.S., Water Management Districts ~~will~~ are to map  
"prime" groundwater recharge areas within the County. Should such areas be  
identified within City limits, the areas will be mapped and included in the adopted  
comprehensive plan, and City land development regulations shall be amended to  
protect such areas if they are not already protected by existing regulations and  
programs.

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.~~

2.3.7 Final development orders shall require compliance with septic tank rules (Chapter  
10D-6, F.A.C. 64E-6, F.A.C. and Section 381.272(9)(a), F.S.)

**Objective 2.4**

The City shall amend its land development regulations, based on performance standards keyed to the resources, that are as necessary to conserve environmentally significant surface waters; major natural groundwater recharge areas; development-constraining soils; threatened or endangered (or candidates for being listed) plants, animals and habitats; and prevent the spread of invasive vegetation. The adopted regulations shall be designed to maintain viable populations of these existing plant and animal species and allow development activities which are compatible with identified environmentally significant lands and resources. (See Map 2 of Environmentally Significant Land and Resources map series within the Future Land Use Map Series.).

**Policies**

- 2.4.1 By 1993, The City shall maintain an updated inventory of identified environmentally significant resources identified on Map 2 in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series. If additional resources are identified, these properties shall be subject to performance-based regulations keyed to the resource present at the site. The Future Land Use Map Series shall be amended to include these properties.
- 2.4.2 The City shall adopt land development regulations that protect identified threatened or endangered (or candidates for being listed) plants, animals or habitats. These regulations shall require developments of parcels within the environmentally significant areas to submit an ecological inventory of the parcel.
- 2.4.3 The City shall develop continue to have guidelines for the design of stormwater basins that require the use of native vegetation and basin slopes suitable for stormwater treatment that promote highly diverse plant and animal habitats, particularly within stream-to-sink basins, and that enhance the hydrological and ecological functions of related wetland areas.
- 2.4.4 By 1994, the City shall identify road segments where large numbers of animals are killed ("road kills") and establish mitigation policies to be used in conjunction with future road improvements. Future road alignments shall avoid minimize their impact on environmentally significant animal habitats.
- 2.4.5 The City shall adopt land development regulations that continue to require construction design consistent with existing terrain by discouraging contouring, cut and fill, or other practices where they might be shown to cause soil erosion.

2.4.6 The City shall ~~continue to have~~ land development regulations for environmentally significant wetlands, lakes and regulated creeks that require:

- a. Setbacks from regulated creeks, lakes and wetlands;
- b. Prohibition of development ~~which that~~ would cause erosion and sediment pollution to regulated creeks, lakes and wetlands;
- c. No net increase in the rate of runoff from development sites adjacent to regulated creeks, lakes and wetlands;
- d. Retention or detention of the first inch of runoff of developments adjacent to regulated creeks, lakes and wetlands, through on-site filtration;
- e. Retention of vegetation integral to the ecological value of regulated creeks, lakes and wetlands;
- f. Compliance with the City's adopted criteria for controlling sediment and erosion;
- g. Allowance of a transfer of development intensity and density from lower to higher elevations of a site; and
- h. Prohibition on the installation of all septic tanks.

2.4.7 The City shall ~~annually~~ periodically conduct an inventory of environmentally significant plants, animals, and habitats within at least two city-owned parks or open space parcels; prepare a list of plants, animals, and habitats to protect; and prepare a plan for the maintenance of viable populations of these plants and animals.

2.4.8 ~~By 1992,~~ Chemical control efforts by the City to manage pest species shall only include use of chemicals ~~designated by the City to be that are~~ safe for wildlife and public health. Chemical control will be used only when non-chemical controls do not abate the pest problem.

2.4.9 The City shall coordinate with Alachua County, ~~FDAER~~ FDEP and the Water Management Districts to conserve environmentally significant ~~vegetative~~ plant communities located within both the City and within the unincorporated area by submitting relevant land development proposals for review to the Alachua County Environmental Protection ~~Office~~ Department, the applicable Water Management District, and ~~FDAER~~ FDEP for comment and recommendation.

~~2.4.10 By June 1992, the City shall adopt land development regulations that include (1) a definition of environmentally significant open space and other categories of open space; and (2) regulations to preserve such open space.~~

2.4.11 The City shall protect floodplains through existing land development regulations ~~which~~ that at a minimum:

- a. Prohibit development within the flood channel or floodplain without a City permit;
- b. Prohibit filling in the flood channel by junk, trash, garbage, or offal;
- c. Prohibit permanent structures in the flood channel, except for those necessary for flood control, streets, bridges, sanitary sewer lift stations, and utility lines;
- d. Prohibit the storage of buoyant, flammable, explosive, toxic or otherwise potentially harmful materials in the flood channel;
- e. Prohibit development within the floodplain ~~which~~ that would reduce the capacity of the floodplain;
- f. Prohibit development ~~which~~ that would cause or create harmful soil erosion, stagnant water, and irreversible harmful impacts on existing flora and fauna;
- g. Limit flood channel uses to agriculture, recreation, lawns, gardens, and parking areas; and
- h. Limit floodplain uses to launching areas for boats and structures at least one foot above the 100-year flood elevation, in addition to those allowed in the flood channel.

2.4.12 The City's ~~shall amend its current~~ land development regulations shall include performance-based standards to protect environmentally significant lands and resources that will at minimum by:

- a. Controlling permissible uses through regulatory overlay districts;
- b. Providing opportunities for alternative and innovative site development;
- c. ~~Establish~~ Providing setback and parking standards;
- d. Providing mandatory mitigation to ~~ensure~~ ~~to minimize~~ net loss of acreage and functions when wetlands are unavoidably lost;
- e. Allowing for, or require, the clustering of development away from environmentally significant resources; and

- 2.4.1312 At a minimum, conservation strategies for significant vegetative natural communities shall include:
- a. Required ~~preservation~~ conservation of native upland vegetative natural communities;
  - b. Installation of native vegetation landscaping and removal of invasive trees and shrubs; and
  - c. ~~Surface-water~~ Setbacks.

### Objective 2.5

The City shall continue existing programs and institute new programs as necessary to maintain air quality levels which comply with county, state and national ambient air quality standards through the year 2004 2010.

### Policies

- 2.5.1 Adopt citywide regulations restricting or prohibiting the burning of plastics, particularly with regard to local government, institutional, or commercial incineration. (Refer to Solid Waste Element for additional incineration policies.)
- ~~2.5.2 By 1995 the City shall make available a general information brochure describing known radon hazards in the City.~~

2.5.32 The City shall encourage ~~non-auto~~ transportation choice by adopting new programs and strategies as may be needed to encourage public mass transit use, bicycling, walking, and higher urban development densities near neighborhood centers activity centers, satellite parking lots, and mixed land uses.

### Objective 2.6

The City shall continue to promote and practice energy natural resource conservation and pollution prevention to reduce energy consumption and demand in order to reduce negative impacts on the environment. To accomplish this, the City shall continue to incorporate energy-saving natural resource-saving and pollution prevention policies in this Element and other elements of the Comprehensive Plan (such as Solid Waste, Future Land Use, and Traffic Circulation Transportation Mobility).

### Policies

2.6.1 By 1992, after completion of the Local Energy Engineer Program (LEEP), the City shall amend the Comprehensive Plan to include an Energy Element unless it is deemed unnecessary.

2.6.2 The City shall continue to provide customers with education and incentive programs to encourage reduced energy consumption natural resource conservation and pollution prevention.

### Goal 3

Improve urban spaces through preservation and enhancement of the urban forest.

### Objective 3.1

After January 1, 1992, The total percentage of tree canopy coverage within the City shall not fall below the 1992 percentage of tree canopy, as estimated by the City Manager or his designee, using methods developed by the Florida Division of Forestry, except in the event of natural catastrophe (disease or insect epidemic, or storm).

### Policies

3.1.1 By 1992, establish a tree planting program whereby The City shall continue to plant at least 400 trees (or 650 inch-diameters at chest height) within City limits annually, and encourage developers and citizens to plant at least 600 trees annually. At least 75 percent of the trees should be native to north Florida.

3.1.2 The City shall adopt land development regulations for new development that require the following:

- a. Use of native and drought-tolerant plants ("xeriscape") and a reduction in allowable turf areas;



b. ~~Energy conservation through a 5 percent increase in tree and shrub canopy over the 1990 Gainesville Landscape Ordinance canopy requirement to shade buildings and pavements;~~

e. ~~Use of pervious paving materials adjacent to landscape strips and islands to provide greater rooting volume for trees and shrubs; and~~

d. ~~Species diversity in new plantings (no more than 20 percent of any one genus citywide, or on any site plan except those within airport flight paths) to reduce the effect of loss of a tree species due to insect or disease outbreaks. (This policy excludes parking lots and road medians, that may have up to 50 percent of one tree genus.)~~

e. A plan for the removal of invasive trees and shrubs shall be submitted at the time of final development review.

3.1.3 ~~By 1991, the City will have applied for a matching grant to conduct an inventory of city street trees to identify large trees and available planting locations. The information generated will be used as the basis for a comprehensive tree planting plan. If a grant is not awarded, then a study shall be conducted that will lead to the development of a comprehensive tree planting plan. By 1994, the City will conduct an independent study on the impact of trees on the infrastructure and shall submit a report, the information from which can be incorporated in the comprehensive tree planting plan so that appropriate trees can be planted in appropriate locations.~~

3.1.43 ~~By 1992, all The City shall continue to require that removal of regulated trees (as identified by the Gainesville Landscape Ordinance) that are not subject to development plan approval shall be mitigated by on- or off-site tree planting (or an equivalent exaction of fees). At least 10 percent for regulated trees and 100 percent for Heritage trees (other than regulated water oak, laurel oak, camphor and pine and tallow, which shall require 10% mitigation) of the total diameter inches removed measured at breast height.~~

3.1.54 ~~By 1995 2003, the City shall adopt prepare tree-lined streetscape guidelines which require the preservation and establishment of tree-lined streets and compatibility with existing infrastructure. In order to promote compatibility with infrastructure, strategies such as placing overhead utilities underground, using aerial (or tree) cabling, planting trees that are compatible with overhead utilities and reserving street right-of-way for trees shall be implemented, when economically feasible. All trimming within the public right-of-way shall use the National Arborist Association's approved tree-pruning practices to minimize the physical and aesthetic harm to trees that must be pruned.~~

3.1.6 In support of Policy 3.1.5, the City, shall, by June 1992, identify important street segments (to be known as "Gateway Streets") where a reduction in visual obtrusiveness of infrastructure would be desirable. Consideration of financial and physical obstacles associated with all existing infrastructure along suggested gateways will be made before official designation.

3.1.7 By 1992, the City shall prepare a plan for the establishment and preservation of tree lined streets. This plan shall give priority to high visibility Gateway Streets and important activity center road segments, as well as segments included on the Metropolitan Transportation Planning Organization (MTP) Transportation Improvement Plan.

3.1.8 The City shall continue to remove invasive trees and shrubs from its rights-of-way and property and to inform private property owners of the benefits of removing invasive vegetation.

3.1.9 The City shall continue amend the Land Development Code to exclude invasive vegetation from plant material permitted in landscape plans.

#### Goal 4

Provide ongoing monitoring of environmental resources and mitigate current pollution problems and potential point sources of pollution.

#### Objective 4.1

By June 1992, The City shall establish participate in an environmental quality monitoring program designed to identify problems and trends in local air, surface water, groundwater, and plant and animal habitat quality. This program shall also be used to evaluate the effectiveness of protective regulations.

#### Policies

4.1.1 The City shall work with the Alachua County Environmental Protection Office Department and other appropriate agencies organizations to design and implement a comprehensive and ongoing monitoring program for Gainesville's environmental resources. This program should have at least an urban area scope and shall produce a "state of the environment" report on at least every five years an annual basis.

## Objective 4.2

By 1993, The City shall identify pollution problems by responsible parties and shall establish strategies to mitigate, remediate, or assist in the mitigation or remediation of these problems. One priority shall be given to improving the quality of water entering Sweetwater Branch, Tumblin Creek and Hogtown Creek, which transmits water directly to the Floridan Aquifer through Alachua Sink.

## Policies

4.2.1 By December 1992 2003, the City shall submit a National Pollutant Discharge Elimination System (NPDES) permit application to FDEP in order to improve surface water quality with FDNR, FDEP, St. Johns Water Management District and Alachua County to prepare a plan which at a minimum will be consistent with NPDES permitting to ensure that water discharged by Sweetwater Branch, into Paynes Prairie will be discharged in a manner that will support the management objectives of FDNR and City objectives regarding protection of the Floridan Aquifer System.

4.2.2 The City shall comply with State pollution control requirements at the former Gainesville Airport Landfill and Burn Site described in the Solid Waste Element.

4.2.3 By 1994, the City shall develop and implement a mitigation plan for identified point sources of air pollution from city-owned facilities.

4.2.2 The City shall continue to explore projects for improving water quality, including the study of sedimentation problems, in the Hogtown Creek watershed with the goal of reducing sediment accumulation in the vicinity of NW 34<sup>th</sup> Street by 2010.

4.2.3 The City shall continue to explore projects for improving water quality in Tumblin Creek that are identified in the City of Gainesville Master Stormwater Plan.

4.2.4 To enhance the quality of water entering Sweetwater Branch, the city will construct a master stormwater basin to treat flow from downtown Gainesville.

The proposed update of the Future Land Use Map was the subject of the City Plan Board hearing on December 19, 2000 and January 18, 2001. The City Commission reviewed the proposed

STAFF REPORT

Recommendation: The City Commission (1) approve Petition 163LUC-00 PB and (2) adopt the proposed ordinance.

An ordinance amending the City of Gainesville 1991-2001 Comprehensive Plan; by changing the land use categories of certain properties within the City as follows: (1) from "Commercial" and "Residential High Density (8-100 units per acre)" to "Mixed-Use Medium Intensity" (14-30 units per acre) in an area generally located adjacent and west of SW 13<sup>th</sup> Street from the 2400-block to the 3500-block; (2) from "Residential Low Density (up to 12 units per acre)" to "Recreation" in an area generally located on the east side of NW 3<sup>rd</sup> Street between NW 4<sup>th</sup> Place and NW 6<sup>th</sup> Avenue; (3) from "Residential Medium Density (8-30 units per acre)", "Residential Low Density (up to 12 units per acre)", and "Single Family (up to 8 units per acre)" to "Single Family (up to 8 units per acre)", "Commercial", "Residential Medium Density (8-30 units per acre)", and "Residential Low Density (up to 12 units per acre)" in an area generally located west of NW 13<sup>th</sup> Street/US 441, east of NW 19<sup>th</sup> Street, north of NW 45<sup>th</sup> Avenue, and south of NW 53<sup>rd</sup> Avenue; (4) from "Planned Use District" to "Single Family (up to 8 units per acre)" in an area generally located between NW 68<sup>th</sup> Avenue on the south, the Turkey Creek Forest single-family subdivision on the north, US 441 on the east, and NW 43<sup>rd</sup> Street on the west; (5) from Alachua County "Commercial" to City of Gainesville "Commercial" in an area generally located at the 7100 block of West University Avenue on the north side; (6) from Alachua County "Commercial" to City of Gainesville "Mixed-Use Low Intensity (10-30 units per acre)" in an area generally located at the northeast corner of the intersection of SW 34<sup>th</sup> Street and Archer Road (SR 24); and (7) from Alachua County "Residential Low Density (1-4 units per acre)" to City of Gainesville "Single Family (up to 8 units per acre)" in an area generally located at the 2100 block of Williston Road on the north side; these changes are coincident with the Future Land Use Element amendment to be made part of the City of Gainesville 2000-2001 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.

SUBJECT:

Ordinance No. 0-01-20; Petition No. 163LUC-00PB

FROM:

CITY ATTORNEY

TO:

CITY COMMISSION

DATE:

April 9, 2001

FIRST READING



**MEMORANDUM**  
Office of the City Attorney

Registrar No. 001149  
Phone: 334-5011/Fax 334-2229  
Box 46

update on January 16, 2001, February 6, 2001 and March 5, 2001. The proposed map changes consisted of the following:

1. SW 13<sup>th</sup> Street (from Commercial to Mixed Use Medium)
- These 9 parcels are on SW 13<sup>th</sup> Street, and total 24 acres in size. Several contain a hotel or motel. MU-2, which is a zoning district that implements Mixed Use Medium Intensity (MUM) land use, allows hotels and motels by Special Use Permit. Retail and service uses allowed in the BUS zoning designation currently on these parcels are similar to those allowed in the MU-2 zoning district.

The City proposes to change the land use of the parcels from Residential-High (RH) and Commercial (C) to MUM (14-30 units per acre) in order to allow development of multi-family residential and mixed uses that promote transportation choice. MUM land use allows MU-2 zoning (14-30 units per acre), which allows hotels and motels by special use permit.

All of the parcels are designated Commercial, with the exception of one parcel, which is designated Residential-High. Adjacent parcels within city limits are designated RH, C, and RM to the north, south and west. Because the MUM land use designation tends to be more compatible than Commercial to relatively sensitive land uses such as residential, it is more consistent and compatible to these adjacent designations.

2. NW 3<sup>rd</sup> Street at 500-block in Pleasant Street neighborhood (from Residential Low to Recreation)

These parcels -- 511 & 513 NW 3<sup>rd</sup> Street -- are adjacent and west of a City-owned mini-park (see Map 2). The park carries a Recreation (RBC) land use designation. The subject parcels are vacant, and designated Residential Low (RL), as are the adjacent parcels to the north, west, and south. Changing the designation of the subject parcels to Recreation would allow for the expansion of the City park, and would promote redevelopment plans in the neighborhood.

3. Hartman (from Residential Medium, Residential Low, Single Family to Single Family, Commercial, Residential Medium, Residential Low)

This property is approximately 99 acres. The northern portion of a pond/wetland area within the northwest portion of the property has RM (Residential Medium Density, 8-30 units per acre) land use, which is now proposed for change to SF (Single Family, up to 8 units per acre) land use.

The lower density allowed by SF land use will be more conducive to clustering of residential units away from the pond/wetland area.

Several other land use changes are needed because of non-existent land use for vacated right of way, and because of several areas with conflicting land use and zoning categories. The vacated right of way with no land use is proposed to be changed in order to be consistent with the underlying Business, RMF-6, and RMF-5 zoning. The respective proposed land use changes are to Commercial, Residential Medium Density, and Residential Low Density. The proposed changes to areas of conflicting land use and zoning are from: Residential Medium (conflicts with RSF-1 zoning) to Single Family; Residential Low (conflicts with RMF-6 zoning) to Residential Medium; and Single Family (conflicts with BUS zoning) to Commercial.

Adjacent parcels are designated Residential Medium, Residential Low, Single Family, and Commercial.

4. Home Depot (from Alachua County Commercial to Gainesville Commercial)

The City of Gainesville annexed a 10-acre parcel west of Oaks Mall and I-75 on April 10, 2000. Planning staff recommends that this parcel be given a Commercial (C) designation, which allows the present retail operation.

The parcel currently carries the COMM (Commercial) Alachua County land use designation, which allows various commercial land uses. Adjacent parcels are all outside of city limits and are designated COMM.

5. Regency Oaks (from Alachua County Commercial to Mixed Use Low)

The City of Gainesville annexed a 8-acre parcel on SW 34<sup>th</sup> Street on May 8, 2000. Planning staff recommends that this parcel be given a Mixed Use Low (MUL) designation, which makes the present residential operation conforming, as well as allowing retail and office operations. MUL allows residential densities up to 30 units/acre. Regency Oaks is approximately 18 units per acre.

The parcel currently carries the COMM Alachua County land use designation, which allows various commercial land uses. Adjacent parcels are designated COMM outside of city limits and E (education) within city limits (to the north).

6. A.D. Weiss (from Planned Use District to Single Family)

Northwest Gainesville contains an undeveloped 716-acre property that was designated as the Gainesville North Activity Center in the 1991-2001 Gainesville Comprehensive Plan, and carried PUD (Planned Use District) land use. This property was part of the contemplated "Greenways of Gainesville" Development of Regional Impact. The Gainesville North Activity Center and the extension for the required Planned Development zoning approval. This action resulted in reversion to the underlying Single-Family land use category.

7. Idlywid/Serenola ("Kidd Property") (adopt Special Area Plan)

Planning staff recommends that the Special Area Plan prepared and adopted by Alachua County for the recently annexed 44-acre Kidd Property be adopted. Special Area Plan language is contained in petition 163CPA-00PB

.Fiscal Note  
None

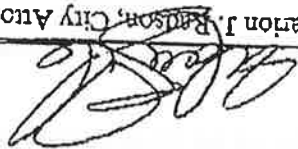
CITY ATTORNEY MEMORANDUM

The above-referenced ordinance was approved by the Plan Board on January 18, 2001, and the Community Development Department has requested the City Attorney's Office to prepare the appropriate ordinance amending the City of Gainesville 1991-2001 Comprehensive Plan.

Florida Statutes set forth the procedure for adoption of an amendment to the Comprehensive Plan. The second hearing will be held at the adoption stage of the ordinance and must be advertised approximately seven (7) days after the day that the second advertisement is published.

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 with the Local Government Commission (Governor and Cabinet) issues a final order determining the adopted amendment to be in compliance.

Prepared and  
Submitted by:

  
Marlon J. Ransom, City Attorney

MJR:sw



# DRAFT

4/9/01

## ORDINANCE NO. \_\_\_\_\_

0-01-20

An ordinance amending the City of Gainesville 1991-2001 Comprehensive Plan; by changing the land use categories of certain properties within the City as follows: (1) from "Commercial" and "Residential High Density (8-100 units per acre)" to "Mixed-Use Medium Intensity" (14-30 units per acre) in an area generally located adjacent and west of SW 13<sup>th</sup> Street from the 2400-block to the 3500-block; (2) from "Residential Low Density (up to 12 units per acre)" to "Recreation" in an area generally located on the east side of NW 3<sup>rd</sup> Street between NW 4<sup>th</sup> Place and NW 6<sup>th</sup> Avenue; (3) from "Residential Medium Density (8-30 units per acre)", "Residential Low Density (up to 12 units per acre)", and "Single Family (up to 8 units per acre)", "Commercial", "Residential Medium Density (8-30 units per acre)", "Residential Low Density (up to 12 units per acre)", and "Single Family (up to 8 units per acre)" in an area generally located between NW 68<sup>th</sup> Avenue on the south, the Turkey Creek Forest single-family subdivision on the north, US 441 on the east, and NW 43<sup>rd</sup> Street on the west; (5) from Alachua County "Commercial" to City of Gainesville "Commercial" in an area generally located at the 7100 block of West University Avenue on the north side; (6) from Alachua County "Commercial" to City of Gainesville "Mixed-Use Low Intensity (10-30 units per acre)" in an area generally located at the northeast corner of the intersection of SW 34<sup>th</sup> Street and Archer Road (SR 24); and (7) from Alachua County "Residential Low Density (1-4 units per acre)" to City of Gainesville "Single Family (up to 8 units per acre)" in an area generally located at the 2100 block of Williston Road on the north side; these changes are coincident with the Future Land Use Element amendment to be made part of the City of Gainesville 2000-2001 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41

# DRAFT

4/9/01

1  
2  
3 WHEREAS, the City Plan Board authorized the publication of notice of a Public Hearing  
4 that the land use categories of certain lands within the City be changed; and

5 WHEREAS, notice was given and publication made and Public Hearings were held by the  
6 City Plan Board on February 24, 2000, May 25, 2000, June 22, 2000, November 16, 2001,  
7 December 19, 2000 and January 18, 2001 and the City Commission on January 16, 2001, February  
8 6, 2001, and March 5, 2001; and

9 WHEREAS, pursuant to law, an advertisement no less than two columns wide by 10  
10 inches long was placed in a newspaper of general circulation notifying the public of this proposed  
11 ordinance and of the Public Hearing to be held in the City Commission Meeting Room, First Floor,  
12 City Hall, in the City of Gainesville at least seven days after the first advertisement was  
13 published; and

14 WHEREAS, pursuant to law, after the public hearing at the transmittal stage, the City of  
15 Gainesville transmitted copies of this proposed change to the State Land Planning Agency; and  
16 WHEREAS, a second advertisement no less than two columns wide by 10 inches long was  
17 placed in the aforesaid newspaper notifying the public of the second Public Hearing to be held at  
18 the adoption stage at least five days after the day the second advertisement was published; and

19 WHEREAS, Public Hearings were held pursuant to the published and mailed notices  
20 described above at which hearings the parties in interest and all others had an opportunity to be and  
21 were, in fact, heard.

22 WHEREAS, prior to adoption of this ordinance the City Commission has considered the

# DRAFT

4/9/01

1 comments, recommendations and objections, if any, of the State Land Planning Agency.

2 NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE

3 CITY OF GAINESVILLE, FLORIDA:

4 Section 1. The land use categories of the following described properties are amended as

5 follows: from "Commercial", "Residential High Density (8-100 units per acre)" to "Mixed-Use

6 Medium Intensity (14-30 units per acre)" in an area generally located adjacent and west of SW 13<sup>th</sup>

7 Street from the 2400-block to the 3500-block as shown.

Property Description	SW 13 <sup>th</sup> Street; Tax Parcel Nos. 15696-001-000, 15696-003-000, 15696-005-000, 07332-200-000, 07332-200-001, 07332-200-002, 07332-200-003, 07252-002-000 and 07336-000-000.
Area	see Map attached as Exhibit "A", * and made a part hereof as if set forth in full.

8 \* In the event of conflict between the property description and the Map, the area shown on the map shall govern and prevail.

10 Section 2. The land use categories of the following described properties are amended as

11 follows: from "Residential Low Density (up to 12 units per acre)" to "Recreation" in an area

12 generally located on the east side of NW 3<sup>rd</sup> Street between NW 4<sup>th</sup> Place and NW 6<sup>th</sup> Avenue;

Property Description	511 and 513 NW 3 <sup>rd</sup> Street; Tax Parcel Nos. 14318-010-002 and 14318-010-003
Area	See Map attached as Exhibit "B", * and made a part hereof as if set forth in full.

14 \* In the event of conflict between the property description and the Map, the area shown on the map shall govern and prevail.

# DRAFT

4/9/01

Section 3. The land use categories of the following described properties are amended as

follows: from "Residential Medium Density (8-30 units per acre)", "Residential Low Density (up to 12 units per acre)", and "Single Family (up to 8 units per acre)", "Commercial", "Residential Medium Density (8-30 units per acre)", "Residential Low

Density (up to 12 units per acre)", and "Conservation", in an area generally located west of NW

13<sup>th</sup> Street/US 441, east of NW 19<sup>th</sup> Street, north of NW 45<sup>th</sup> Avenue, and south of NW 53<sup>rd</sup>

Avenue;

001-000

Hartman Property: Tax Parcel Nos. 07883-000-000 and 07883-

See Map attached as Exhibit "C", \* and made a part hereof as if set forth in full.

\* In the event of conflict between the property description and the Map, the area shown on the

map shall govern and prevail.

Section 4. The land use categories of the following described properties are amended as

follows: from "Planned Use District" to "Single Family (up to 8 units per acre)" in an area

generally located between NW 68<sup>th</sup> Avenue on the south, the Turkey Creek Forest single-family

subdivision on the north, US 441 on the east, and NW 43<sup>rd</sup> Street on the west.

06010-000-000 and 06013-003-

Weiss property: Tax Parcel Nos.

See Map attached as Exhibit "D", \* and made a part hereof as if set forth in full.

\* In the event of conflict between the property description and the Map, the area shown on the

map shall govern and prevail.

Petition No. 163LUC-00PB

# DRAFT

4/9/01

1  
2 Section 5. The land use category of the following described property are amended as follows: from Alachua County "Commercial" to City of Gainesville "Commercial" in an area generally located at the 7100 block of West University Avenue on the north side;

Property Description	Home Depot: Tax Parcel No. 06654-002-000
Area	See Map attached as Exhibit "E", * and made a part hereof as if set forth in full.

3  
4 \* In the event of conflict between the property description and the Map, the area shown on the map shall govern and prevail.

5 Section 6. The land use category of the following described property is amended as follows: from Alachua County "Commercial" to City of Gainesville "Mixed-Use Low Intensity

6  
7  
8  
9  
10 (10-30 units per acre)" in an area generally located at the northeast corner of the intersection of SW 34<sup>th</sup> Street and Archer Road (SR 24);

Property Description	Regency Oaks: Tax Parcel No. 06784-001-000
Area	See Map attached as Exhibit "F", * and made a part hereof as if set forth in full.

11  
12 \* In the event of conflict between the property description and the Map, the area shown on the map shall govern and prevail.

13 Section 7. The land use category of the following described property is amended as follows: from Alachua County "Residential Low Density (1-4 units per acre)" to City of

14  
15  
16  
17 Gainesville "Single Family (up to 8 units per acre)" in an area generally located at the 2100 block of

# DRAFT

1 Williston Road on the north side;

4/9/01

Area	Property Description Kidd Property: Tax Parcel Nos. 07275-000-000 and 07280-000- 000 See Map attached as Exhibit "G", * and made a part hereof as if set forth in full.
------	--

2 \* In the event of conflict between the property description and the Map, the area shown on the map shall govern and prevail.

3  
4  
5 Section 8. The City Manager is authorized and directed to make the necessary changes in maps and other data in the City of Gainesville 1991-2001 Comprehensive Plan, or element, or

6 portion thereof in order to comply with this ordinance.

7 Section 9. If any section, sentence, clause or phrase of this ordinance is held to be invalid

8 or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect

9 the validity of the remaining portions of this ordinance.

10 Section 10. All ordinances, or parts of ordinances, in conflict herewith are to the extent of

11 such conflict hereby repealed.

12 Section 11. This ordinance shall become effective immediately upon passage on second

13 reading; however, the effective date of this plan amendment shall be the date a final order is issued

14 by the Department of Community Affairs finding the amendment to be in compliance in accordance

15 with Chapter 163.3184, F.S.; or the date a final order is issued by the Administration Commission

# DRAFT

4/9/01

1 finding the amendment to be in compliance in accordance with Chapter 163.3184, F.S.

2 PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Marion J. Radson, City Attorney

\_\_\_\_\_  
Kurt Lannon,  
Clerk of the Commission

14 This ordinance passed on first reading this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

17 This ordinance passed on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

17  
16  
15  
14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3





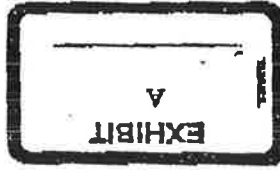
Map 1.

# PROPOSED AMENDMENTS

SW 13th Street

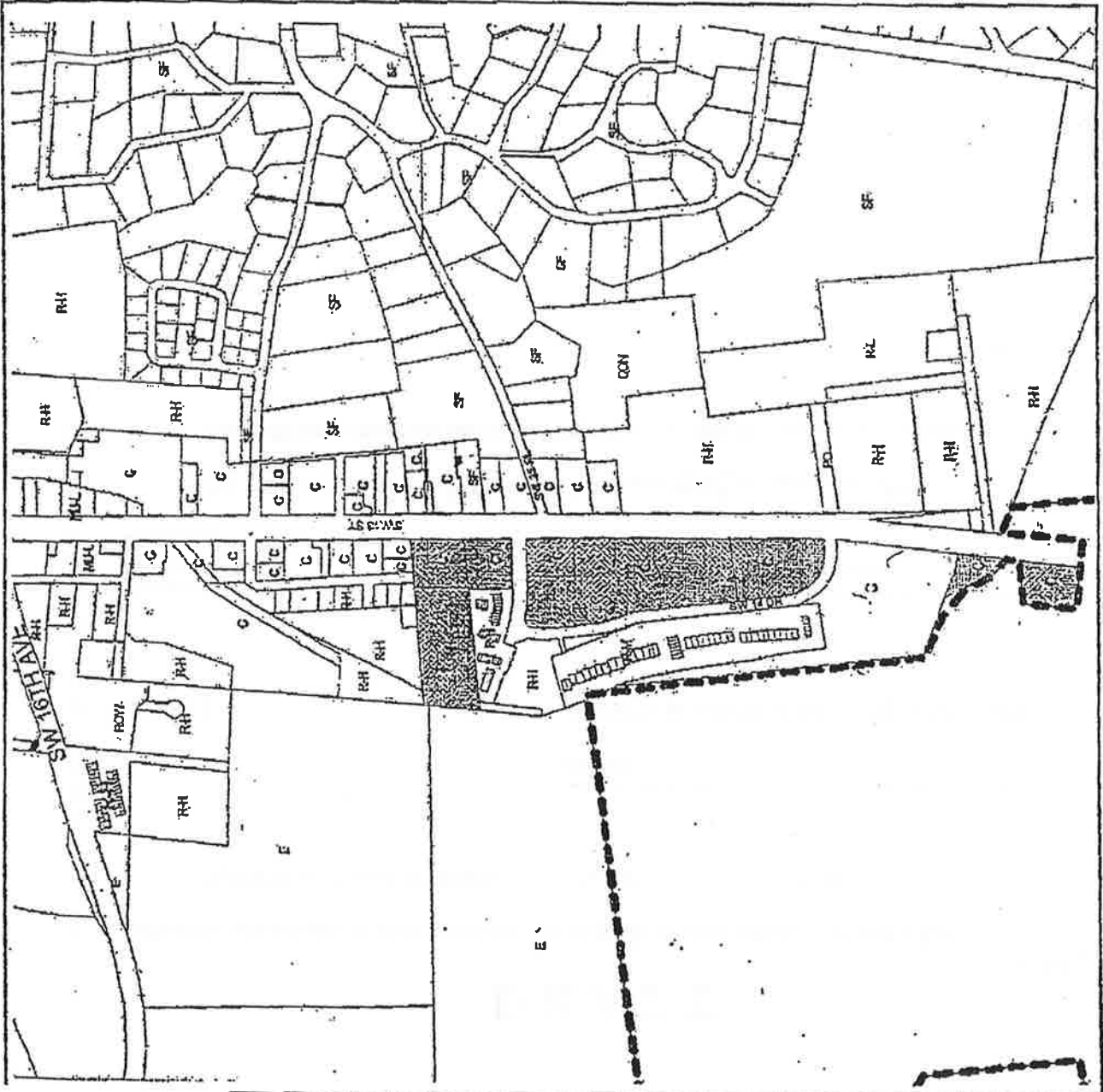
## Legend

-  Proposed as Mixed Use-Medium Land Use Designation
- xx Existing Land Use Designations
-  Gainesville City Limits



**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
November 2000



T-073 P 01 F-132

Apr-33-01 02:25pm From-

# PROPOSED AMENDMENTS

NW 3rd Street

## Legend



Proposed as Recreation Land Use Designation

XX

Existing Land Use Designations

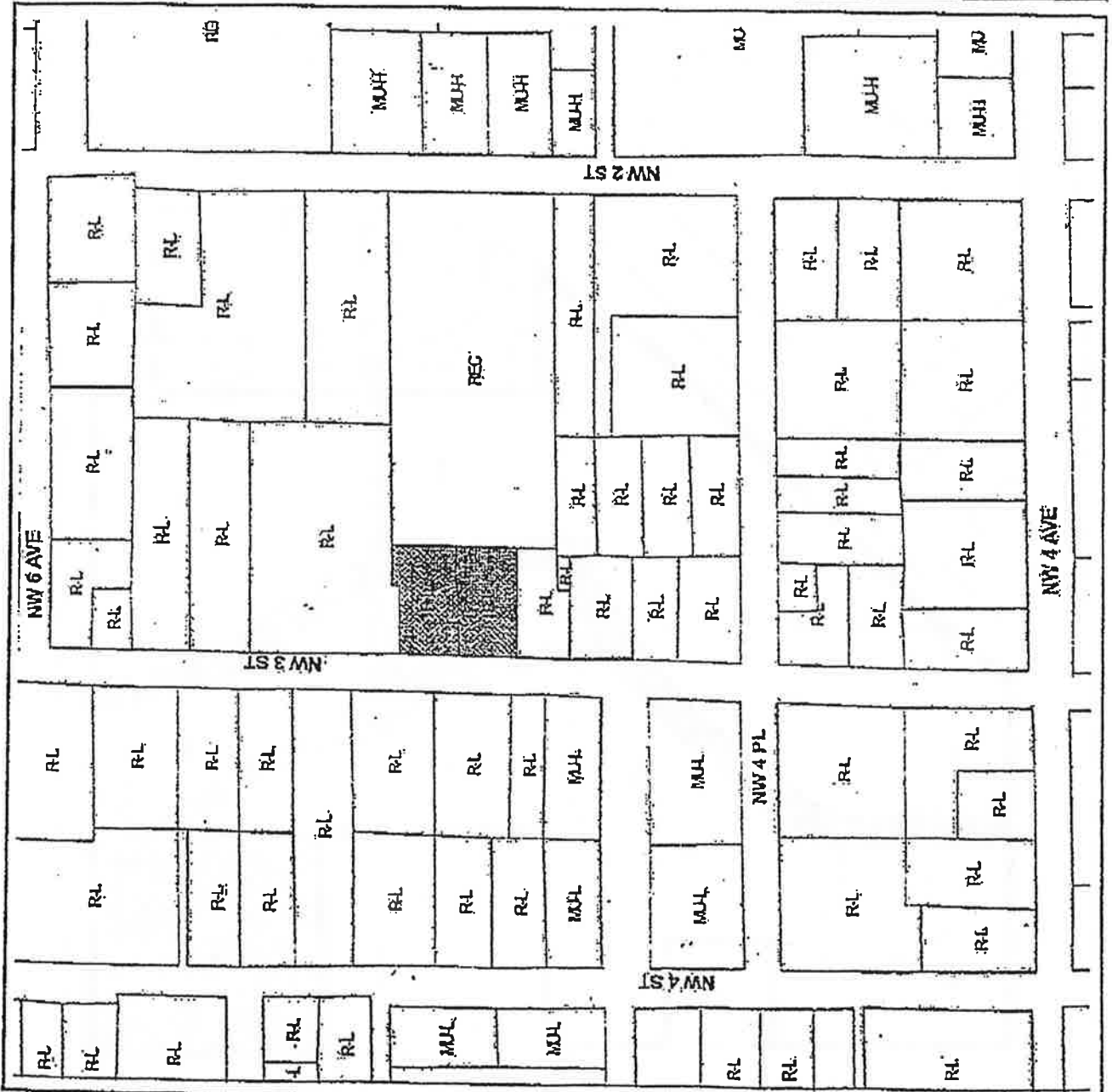


### City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
November, 2050






1/8" = 100'



# PROPOSED AMENDMENTS

Hartman Property

## Legend

-  Hartman Property Boundary
-  No Existing Land Use Designation (Abandoned Right-of-Way)
-  Existing Land Use Designation

## Proposed Land Use Designation:

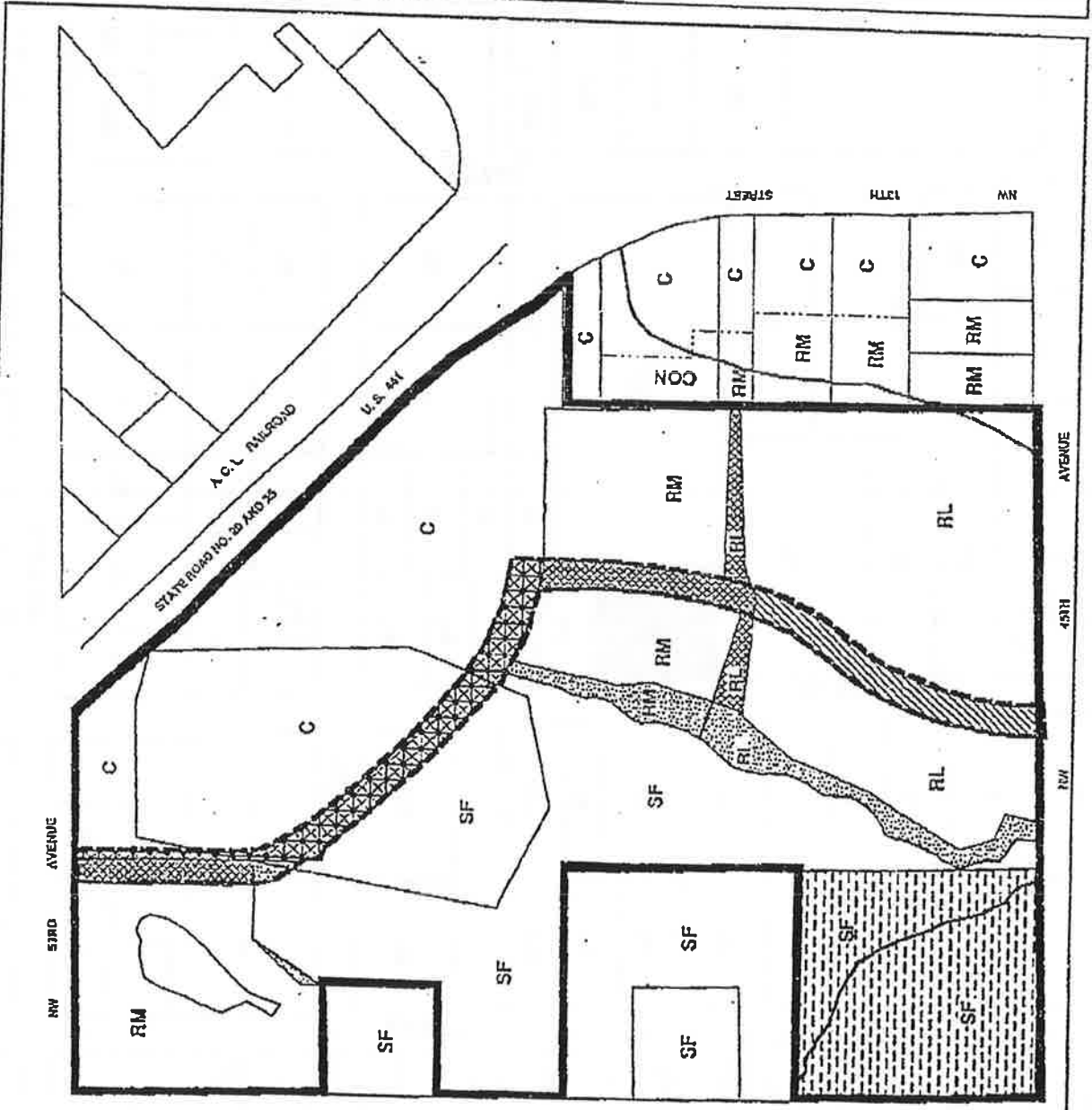
-  Single Family
-  Residential Low
-  Residential Medium
-  Commercial
-  Conservation

 Regulated Creek



City of Gainesville  
Gainesville, Florida

Prepared by the  
Department of Community Development  
January 2001



# PROPOSED AMENDMENTS

A.D. Weiss

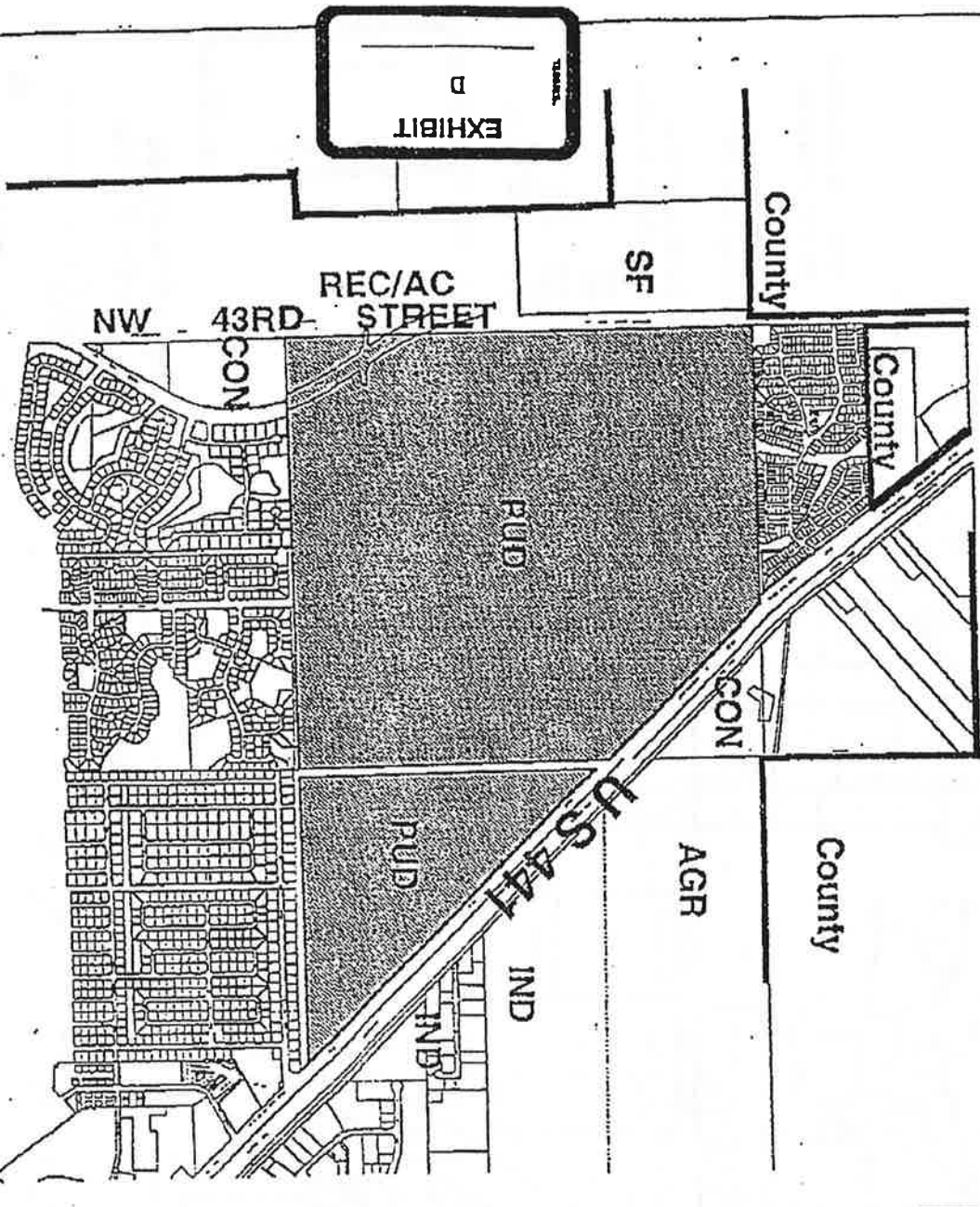
## Legend



Proposed as  
Single Family  
Land Use Designation



Gainesville City Limits




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



# PROPOSED AMENDMENTS

Home Depot Annexation

## Legend

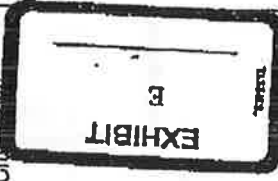
 Proposed as Commercial Land Use Designation

XX Existing Land Use Designations (City)

XX Existing Land Use Designations (County)

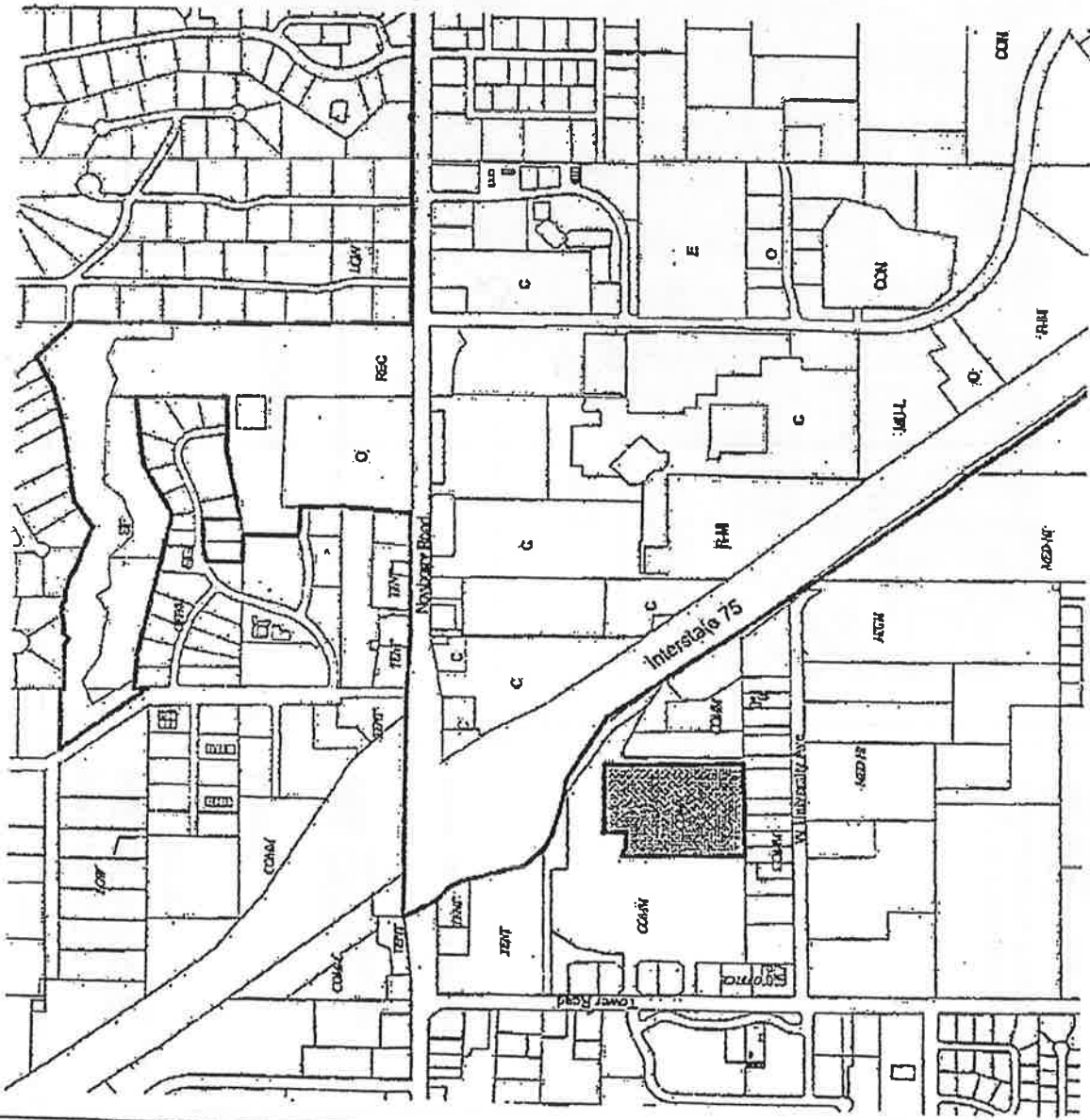
- Commercial  
 LOW  
 HIGH  
 MEDIUM  
 OFFICE  
 OFFICE/MEDICAL  
 TENT

— Gainesville City Limits



**City of Gainesville  
 Gainesville, Florida**

Prepared by the  
 Department of Community Development  
 November 2000



# PROPOSED AMENDMENTS

## Regency Oaks Annexation

### Legend



Proposed as Mixed Use Land Use Designation

XX

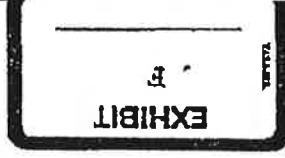
Existing Land Use Designations (City)

XX

Existing Land Use Designations (County)

COMM Commercial  
HIGH High  
RES12M Residential (1-2)

— Gainesville City Limits



### City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
November 2000



1/8" = 100'






# PROPOSED AMENDMENTS

Kidd Property Annexation

## Legend

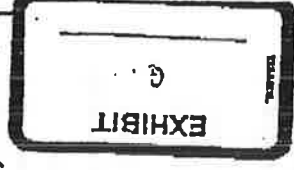
 Proposed as Single Family Land Use Designation

XX Existing Land Use Designations (City)

XX Existing Land Use Designations (County)

- LAKE Lake
- RES02 Residential (0-2)
- RES24 Residential (2-4)
- RES12M Residential (14-20)
- COMM Commercial

— Gainesville City Limits



### City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
November 2000



Not Scale





The following Elements have been approved at the transmittal stage by the City Commission and will be sent to the DCA after the Future Land Use Map Changes portion of the Future Land Use Element, Conservation, Open Space Element and the Transportation Element are approved at the transmittal stage.

**Future Land Use Element**

**Recreation Element**

**Housing Element**

**Historic Preservation Element**

**Capital Improvements Element**

**Also, Petition 15CPA-01 PB, revisions to the Concurrency Management, Potable Water and Wastewater, and Stormwater Management Element will be transmitted.**



**City of  
Gainesville**

Department of Community Development  
Phone 334-5022, FAX 334-2282, Station 11

Inter-Office Communication

Item No. 7

Date: February 15, 2001

City Plan Board

TO:

Planning Division Staff

FROM:

Petition 15CPA-01 PB, City Plan Board. Revise the Concurrency Management, Potable Water and Wastewater, and Stormwater Management Elements to reflect related changes in the Future Land Use, Transportation Mobility, Capital Improvements, Open Space and Groundwater Recharge Elements of the proposed City of Gainesville 2000-2010 Comprehensive Plan.

Recommendation

Planning Division staff recommends approval of the proposed revisions.

Explanation

Amendments to the Concurrency Management, Potable Water and Wastewater, and Stormwater Management Elements are needed in order for these previously updated and adopted comprehensive plan elements to remain consistent with related changes in the draft Future Land Use, Transportation Mobility, Capital Improvements, and Conservation, Open Space and Groundwater Recharge Elements of the proposed City of Gainesville 2000-2010 Comprehensive Plan. Proposed text additions and deletions are shown respectively as ~~stricken through~~ and underlined.

Concurrency Management Element

On January 10, 2000 the City annexed ("Clay Electric annexation") an approximately 3.4-acre property located on the north side of 39<sup>th</sup> Avenue, west of NW 43rd Street. This property is proposed for inclusion in the Transportation Concurrency Exception Area (TCBA) because it meets the criteria for being in the TCBA. A study of the attached map indicates that the area is an appropriate inclusion and will provide for equitable treatment of similar properties in the City within the adopted TCBA. This proposed amendment of the TCBA is an amendment of the adopted Concurrency Management Element.

The proposed 3.4-acre expansion of the TCBA is already reflected in the Future Land Use Map Series and the Transportation Mobility Map Series of the draft updates of the Future Land Use and Transportation Mobility Elements. The attached map entitled *Transportation Concurrency Exception Area* illustrates the proposed, revised TCBA area that includes the 3.4-acre addition, and is to replace the corresponding map in the adopted Concurrency Management Element. The legal descriptions for the current TCBA are also in the adopted Concurrency Management

Element. The attached legal descriptions (*Exhibits "A" and "C"*) are to replace their counterparts in the adopted Element, and are revised to reflect the 3.4-acre expansion, which affects the overall TCEA legal description and that of Zone B.

**Portable Water and Wastewater Element**

Policy 1.2.3

*In order to maintain adopted LOS standards for pressure, the City shall complete a distribution facility upgrade to the water main in Archer Road between I-75 and Tower Road by the end of FY 2000/2001, as shown in the 5-Year Schedule of Capital Improvements.*

This proposed new policy is needed for consistency with the draft update of the Capital Improvements Element, which includes this project in the 5-Year Schedule of Capital Improvements. Low-pressure problems occurred periodically in the southwest area as a result of high demands during the spring of 2000. In order to alleviate these problems and continue to maintain adopted LOS (level of service) standards, a water main upgrade along Archer Rd between Tower Road and I-75 at a cost of \$665,000 is planned.

**Stormwater Management Element**

Policy 1.2.2

*The priority for Level 1 capital improvements for 2000 through 2010 shall be as follows:*

1. *Northeast Boulevard/Duck Pond Improvements as shown in the 5-Year Schedule of Capital Improvements. Located between NE 10th Avenue and NE 5th Avenue- Estimated cost \$400,000;*
2. *Brownfield Project. Located south of SE Depot Avenue as shown in the 5-Year Schedule of Capital Improvements- Estimated cost \$2,000,000;*
3. *Sweetwater Branch-Paynes Prairie Outfall Facilities as shown in the 5-Year Schedule of Capital Improvements. Located on Sweetwater Branch at Paynes Prairie- Estimated cost \$2,000,000; and*
4. *Hogtown Creek Sedimentation Project as shown in the 5-Year Schedule of Capital Improvements. Located at N.W. 34th Street and Hogtown Creek. Estimated construction cost \$750,000.*

The proposed changes to Policy 1.2.2 are consistent with the 5-Year Schedule of Capital Improvements in the draft update of the Capital Improvements Element. Estimated project costs are included in the 5-Year Schedule of Capital Improvements. No prioritization among the four projects was intended in the current, adopted policy or is suggested in the proposed update, so deletion of "priority for" is appropriate.

#### Policy 1.5.1

~~The City shall continue to implement Land Development Regulations that allow shared or joint-use stormwater facilities, including public or private master stormwater basins.~~

This revision to the Stormwater Management Element is needed in order to make it clear that public and private master stormwater basins are allowed. The deletion in the draft update of the Future Land Use Element (FLUE) of current FLUE Policy 2.7.5 is additional justification for this proposed revision. (Policy 2.7.5 states that "The City hereby adopts the Master Drainage Plan for T.J. Hawes Tract Basin No. 3 as approved by Alachua County and the St. Johns River Water Management District in February, 1986 as regulating stormwater management in the area legally described by the Plan.") The referenced master drainage plan in FLUE Policy 2.7.5 is a private, master stormwater basin plan.

#### Policy 1.6.2

*The City shall continue to comply with adopted Land Development Regulations that restrict activities known to adversely affect water quality within the Murphree Wellfield Protection Management Zones.*

This proposed change reflects corresponding terminology proposed in the updates of the Conservation Open Space and Groundwater Recharge and the Future Land Use Elements. This change also is consistent with the adopted, Alachua County Murphree Wellfield Protection Code.

#### Consistency with the Comprehensive Plan


The proposed amendments are consistent with the proposed 2000-2010 City of Gainesville Comprehensive Plan.

City Plan Board  
Petition 15CPA-01 PB  
February 15, 2001

**Impact on Affordable Housing**

The proposed amendments will have no impact on the provision of affordable housing.

Respectfully submitted,

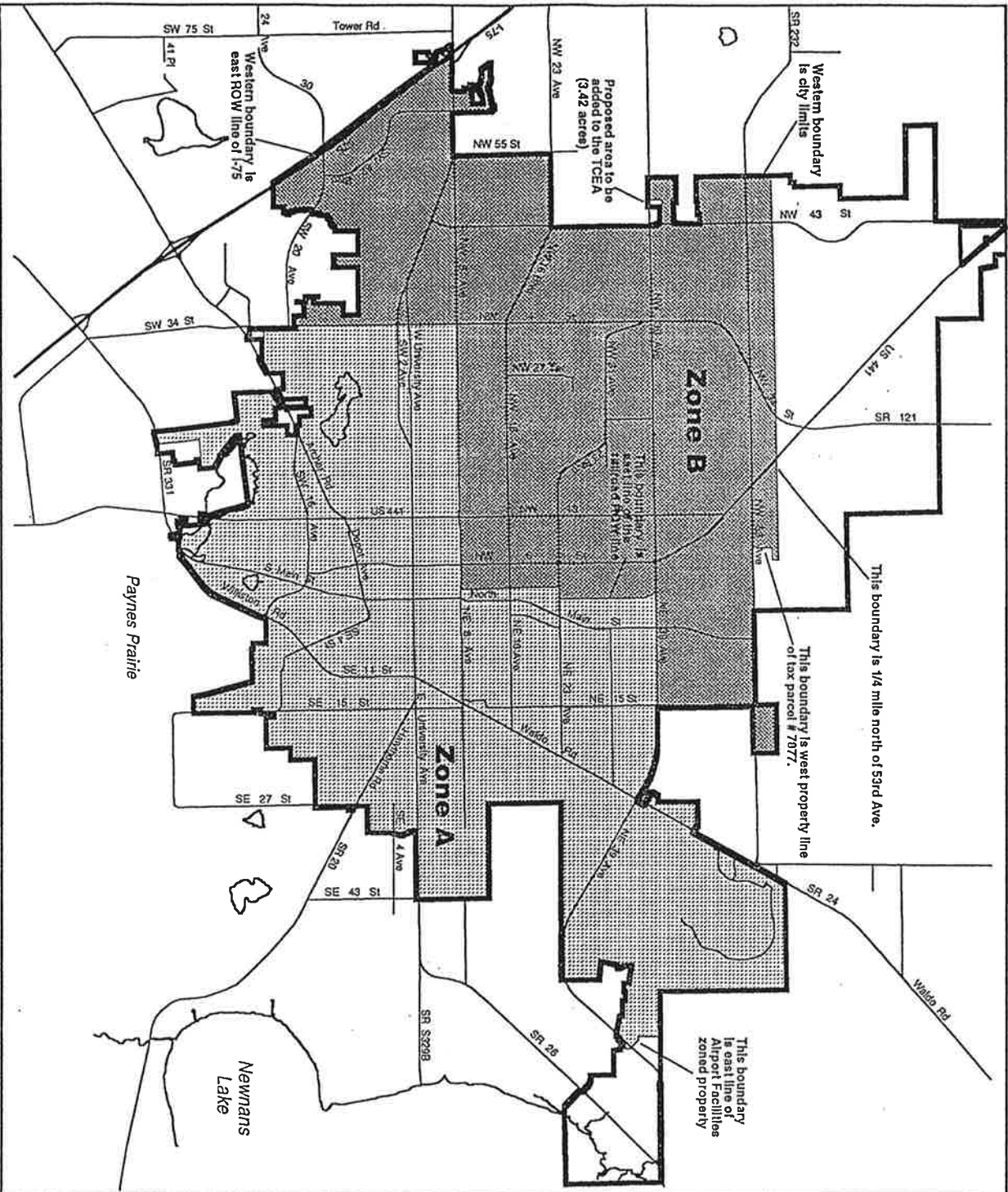


Ralph Hilliard

Planning Manager




RH:DM

Attachments

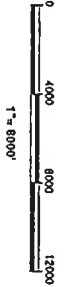



# TRANSPORTATION CONCURRENCY EXCEPTION AREA

## Legend

-  Zone A
  -  Zone B
  -  City Limits
- Transportation Concurrency Exception Area Sub-Zones

**City of Gainesville  
Gainesville, Florida**  
Prepared by the  
Department of Community Development  
January 2001





## EXHIBIT "A"

January 24, 2001

### LEGAL DESCRIPTION FOR THE ENTIRE TRANSPORTATION CONCURRENCY EXCEPTION AREA

That area comprising Zone A and Zone B of the Transportation Concurrence Exception Area being described as:

All that area lying within the municipal boundaries of the City Of Gainesville, Florida; (heretofore known as "city limits"), as of December 3, 1999 with the addition of that property annexed into the City Of Gainesville on January 10, 2000 as per Ordinance No. 990947, being described as:

A part of the East half (E1/2) of the Southeast quarter (SE ¼) of Section 22, Township 9 South, Range 19 East, Alachua County, Florida; being more particularly described as follows:

Commence at the Southeast corner of said East half (E ½) of the Southeast quarter (SE ¼) and run thence North 89 degrees, 49 minutes, 38 seconds West, along the South boundary thereof, 1322.34 feet to the Southwest corner of said East half (E ½) of Southeast quarter (SE ¼), thence North 0 degrees, 06 minutes, 22 seconds East, along the West boundary of said East half (E ½) of Southeast quarter (SE ¼), 50.00 feet to the North right-of-way line of Northwest 39<sup>th</sup> Avenue and the point of beginning, thence continue North 0 degrees, 06 minutes, 22 seconds East, along said West boundary, 645.86 feet; thence South 89 degrees, 49 minutes, 38 seconds East, 250.00 feet, thence south 0 degrees, 06 minutes, 22 seconds West, parallel to said West boundary, 645.86 feet to said North right-of-way line, thence North 89 degrees, 49 minutes, 38 seconds West, along said right-of-way line 250.00 feet to the point of beginning.

### LESS the following described area:

That northern portion of the City Of Gainesville lying north of the following described line:

Commence at a point lying on the west city limits line, and being one-quarter mile (1/4 mile) north of the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence run East parallel to and one-quarter mile (1/4 mile) north of said NW 53<sup>rd</sup> Avenue to the west line of that parcel number 07877-000-000 (as of the aforementioned April 1, 1999 date); from said west line run southerly and westerly along the westerly parcel lines of said parcel number 07877-000-000 to the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence run East to the east city limits line.

### AND LESS:

All that area lying and being in the City of Gainesville, Alachua County, Florida, lying East of the following described line:

Commence at the northwest corner of the northeast one-quarter (NE ¼) of Section 30, Township 9 South, Range 21 East; thence run South along the west line of said northeast one-quarter (NE ¼) to a point 50 feet south of the south line of said northeast one-quarter (NE ¼); thence run East a distance of 176.35 feet; thence run South 48 degrees East to a point on the southerly right-of-way line of State Road No. S-222; thence run Northeastly along said southerly right-of-way line to a point on the west line of the east one-half (E ½) of the southwest one-quarter (SW ¼) of the northeast one-quarter (NE ¼) of the aforementioned Section 30, Township 9 South, Range 21 East; thence run South along said west line to point of ending on the City of Gainesville city limits line.

## EXHIBIT "C"

January 24, 2001

### LEGAL DESCRIPTION FOR ZONE "B" OF THE TRANSPORTATION CONCURRENCY MANAGEMENT AREA

That area comprising Zone "B" of the Transportation Concurrency Exception Area lying within the municipal boundaries of the City of Gainesville, Florida; (hereinafter known as "city limits") as of April 1, 1999; being more particularly described as follows:

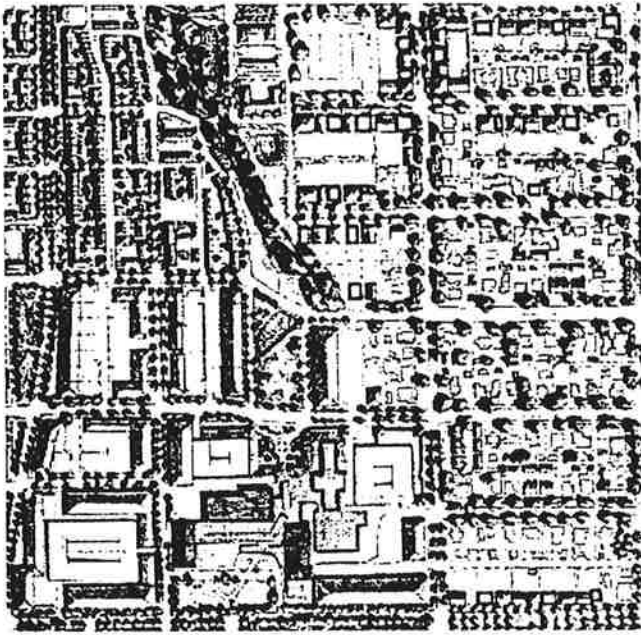
Commence at a point lying on the west city limits line, and being one-quarter mile (1/4 mile) north of the north right-of-way line of NW 53<sup>rd</sup> Avenue, as the Point-of-Beginning; thence run East parallel to and one-quarter mile (1/4 mile) north of said NW 53<sup>rd</sup> Avenue to the west line of that parcel number 07877-000-000 (as of April 1, 1999); from said west line run southerly and westerly along the westerly parcel lines of said parcel number 07877-000-000 to the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence follow the city limits line to a point on the northeast corner of the intersection of NE 15<sup>th</sup> Street and NE 39<sup>th</sup> Avenue; thence run West along the north right-of-way line of NE 39<sup>th</sup> Avenue and NW 39<sup>th</sup> Avenue to the east line of the Seaboard Coastline Railroad right-of-way line; thence run southerly along said railroad right-of-way line to the north right-of-way line of NE 23<sup>rd</sup> Avenue; thence run West along the north right-of-way line of NE 23<sup>rd</sup> Avenue and NW 23<sup>rd</sup> Avenue to a point on the northerly extension of the east right-of-way line of NW 2<sup>nd</sup> Street; thence run South along said northerly extension and along the east right-of-way line of said NW 2<sup>nd</sup> Street to the north right-of-way line of NW 8<sup>th</sup> Avenue; thence run West along said north right-of-way line of NW 8<sup>th</sup> Avenue to the east right-of-way line of NW 34<sup>th</sup> Street; thence run South along the east right-of-way line of NW 34<sup>th</sup> Street and SW 34<sup>th</sup> Street to its intersection with a southerly city limits line; thence follow said city limits line in a westerly direction to its intersection with the east right-of-way line of Interstate 75; thence run northwesterly along said east right-of-way line to its intersection with the north right-of-way line of Newberry Road (being also a northern city limits line); thence follow the city limits to the Point-of-Beginning, and close.

### AND:

That property annexed into the City Of Gainesville on January 10, 2000 as per Ordinance No. 990947, being described as:

A part of the East half (E1/2) of the Southeast quarter (SE ¼) of Section 22, Township 9 South, Range 19 East, Alachua County, Florida; being more particularly described as follows:

Commence at the Southeast corner of said East half (E ½) of the Southeast quarter (SE ¼) and run thence North 89 degrees, 49 minutes, 38 seconds West, along the South boundary thereof, 1322.34 feet to the Southwest corner of said East half (E ½) of Southeast quarter (SE ¼), thence North 0 degrees, 06 minutes, 22 seconds East, along the West boundary of said East half (E ½) of Southeast quarter (SE ¼), 50.00 feet to the North right-of-way line of Northwest 39<sup>th</sup> Avenue and the point of beginning, thence continue North 0 degrees, 06 minutes, 22 seconds East, along said West boundary, 645.86 feet; thence South 89 degrees, 49 minutes, 38 seconds East, 250.00 feet, thence south 0 degrees, 06 minutes, 22 seconds West, parallel to said West boundary, 645.86 feet to said North right-of-way line, thence North 89 degrees, 49 minutes, 38 seconds West, along said right-of-way line 250.00 feet to the point of beginning.



## Goals, Objectives, Policies

Underlines and strike-thru's are changes from 1991 adopted policies.

Draft: April 9, 2001

# Future Land Use Element



## Future Land Use Element

### Goals, Objectives, and Policies

#### Goal 1

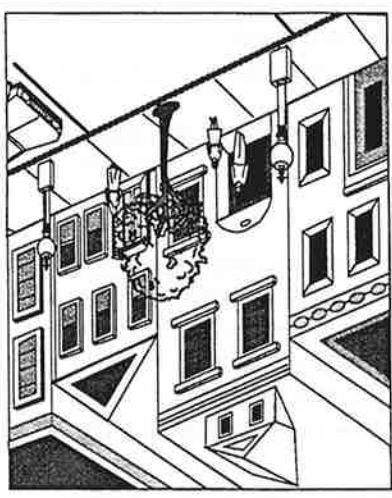
Improve the quality of life and achieve a superior, sustainable, development pattern in the city by creating and maintaining choices in housing, offices, retail, and workplaces, and ensuring that a percentage of land uses are mixed, and within walking distance of important destinations.

#### Objective 1.1

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

Policy 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

Policy 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily



needs and other activities are within easy walking distance of each other.

Policy 1.1.3 Neighborhoods should contain

a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Policy 1.1.4 The city and its neighborhoods,

to the extent possible, shall have a center focus that combines commercial, civic, cultural and recreational uses.

Policy 1.1.5 The city, to the extent possible, should contain an ample supply of squares, greens and parks whose frequent use is encouraged through placement, definition and design.

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

Objective 1.2

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

Policy 1.2.1 The City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.

Policy 1.2.2 The City should use design standards in the land development code to ensure that higher densities are livable.

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

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

Policy 1.2.5 The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

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

Policy 1.2.7 The City should strive, incrementally, and when the opportunity arises street by street—to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods -- knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.

Policy 1.2.8 Gated residential developments shall be prohibited to keep all parts of the community accessible by all citizens, and to promote transportation choice.

Policy 1.2.9 The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.

Policy 1.2.10 The City should amend the land development code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.

Policy 1.2.11 The City should continue to allow home occupations in all residential areas provided they do not generate excessive traffic and parking. Home occupations should continue to be regulated through the land development code.



**Policy 1.2.12** The Transportation Concurrency Exception Area (TCEA) shall be designated on the Future Land Use Map Series. All development within the TCEA shall meet the standards set in the Concurrency Management Element. Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.

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

**Policy 1.3.1** When feasible, neighborhood centers should be designed to include a gridded, interconnected street network lined with street-facing buildings and buildings at least 2 stories in height.

**Policy 1.3.2** Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.

**Policy 1.3.3** Centers should, to the extent feasible, contain a range of mixed land use types -- preferably within a one-quarter mile area -- including such uses as neighborhood-scaled retail, office,

recreation, civic, school, day care, places of assembly and medical uses. The uses are compact, and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed use area.

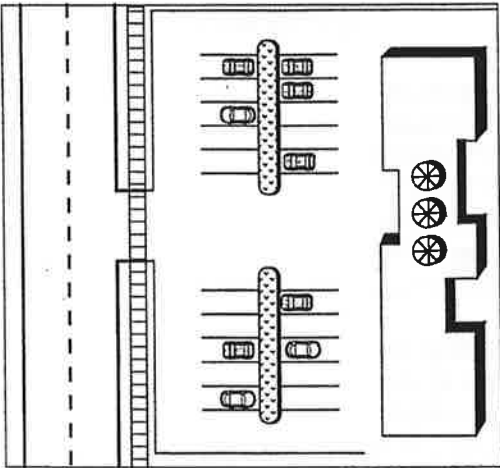
**Policy 1.3.4** Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed use districts to lower densities at the edges.

**Policy 1.3.5** Parking lots and garages should be subordinated, and limited in size.

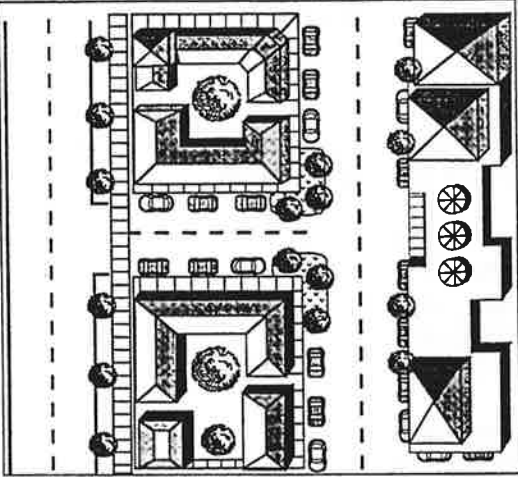
**Objective 1.4**  
 Adopt land development regulations that promote mixed-use development within the city.

**Policy 1.4.1** Office complexes at least 20 acres in size should, when feasible, include retail, service and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.

**Policy 1.4.2** The City should require strategies such as traffic calming and transportation demand management to reduce traffic impacts experienced by residences in mixed-use areas.



Existing Conventional Shopping Center



Conversion to a Neighborhood Center

Policy 1.4.3 Mixed-use development should emphasize transit design and compatible scale – compatible scale especially when facing each other on a street.

Policy 1.4.4 The City should allow small, pedestrian- and neighborhood-scaled businesses within new subdivisions. Standards for these businesses should be in the land development code.

Policy 1.4.5 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.

Policy 1.4.6 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate possible, select a location and/or design the facility in such a way that collocation of the facility with a public school is either achieved with an existing school, or can be retrofitted for such a collocation, so that the facility is collocated with an existing public school, or so that the facility can be retrofitted for collocation with a future public school.

Objective 1.5

Discourage sprawling, low-density dispersal of the urban population.

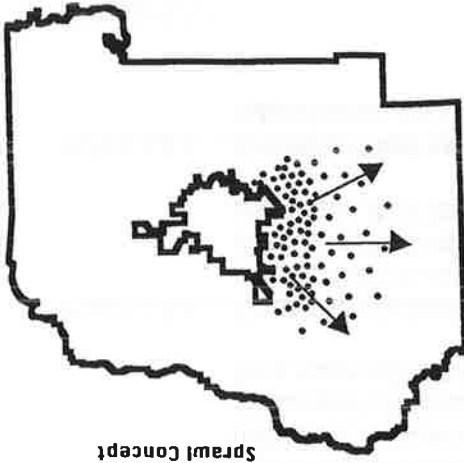
Policy 1.5.1 The City should continue robust code enforcement and law enforcement to discourage flight from the city due to excessive noise, excessive lighting, blight, illegal parking of cars, ill-kept properties, and illegal signage.

Policy 1.5.2 The City should work with the School Board of Alachua County to enhance schools within city limits, particularly to make the schools more accessible to students without a car.

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

Policy 1.5.4 When citywide public improvements are planned, the City should prioritize core areas for the first enhancements, as appropriate – be they sidewalks, street repaving, undergrounding utilities, street lights, and public parks.

Policy 1.5.5 The City should encourage Alachua County to give consideration to establishing an urban growth boundary.



Sprawl Concept

Policy 1.5.6 The City certifies that the entire area within current city limits meets the Chapter 163.3164(29) definition of an existing urban service area as supported by the Data and Analysis Report. The City hereby establishes city limits, as of the effective date of this amendment, as an existing urban service area for the purposes of the Transportation Concurrency Exception Area (TCEA).

Policy 1.5.7 TCEA boundary changes require amendment of the City of Gainesville Comprehensive Plan (Future Land Use, Concurrency Management and Transportation Mobility Elements' maps) in accordance with Chapter 163.3184.

Policy 1.5.8 The land use map should designate appropriate areas for multi-family residential development in close proximity to neighborhood centers and important transit routes. When appropriate and in a way not detrimental to single-family neighborhoods, the City should encourage the establishment of residential, retail, office, and civic uses within 1/4-mile of the center of neighborhood centers as an effective way to reduce car trips and promote transit, walking, and bicycling.

Goal 2

Redevelop areas within the city, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

Objective 2.1

Redevelopment should be encouraged to promote compact, vibrant urbanism ~~urban~~ ~~infill~~, improve the condition of blighted areas, ~~to~~ discourage ~~redne~~-urban sprawl, and foster compact development patterns that promote transportation choice.

Policy 2.1.1

By 1995, the City shall continue to ~~should~~ ~~prepare~~ ~~special~~ ~~area~~ ~~plans~~ ~~develop~~ recommendations for areas designated as redevelopment areas, neighborhood activity centers and ~~blighted~~ residential neighborhoods in need of neighborhood enhancement and stabilization. ~~The SARs must:~~

a. The City should consider the unique function and image of the area through design standards ~~guidelines~~ and design review procedures as appropriate for each redevelopment area;

b. The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;

c. The City should identify potential infill and redevelopment sites; provide an inventory of these sites; identify characteristics of each parcel including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;

d. ~~The City should encourage retail and office development to be placed close to the streetside sidewalk.~~

Policy 2.1.2

The City's Future Land Use Plan should ~~strive to~~ ~~shall~~ accommodate increases in student enrollment at the University of Florida and the relocation of students,

faculty, and staff from the urban fringe in areas designated by designating appropriate areas for multi-family high density residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe) of Hills-Miller Medical Center, but outside of single-family neighborhoods.

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

Policy 2.1.4 The City shall designate an Urban Infill and Redevelopment Area for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives in the urban core.

### Goal 3

Achieve the highest long-term quality of life for all Gainesville residents consistent with sound social, economic and environmental principles through land development practices that minimize detrimental impacts to the land, natural resources and urban infrastructure.

#### Objective 3.1

The City shall protect environmentally sensitive land, conserve natural resources and maintain open spaces identified on Map 2 (Environmentally Significant Land and Resources) of the Future Land Use Map Series, through the Development Review Process and land acquisition programs.

Policy 3.1.1 At a minimum, the following standards and guidelines shall be used to protect environmentally sensitive resources identified on Map 2 (Environmentally Significant Land and Resources) of the Future Land Use Map Series :

- a. Creeks: Developments must be consistent with the "Regulations of Development Near Creeks" Ordinance, which prohibits Development is prohibited within 35 feet of the centerline break in slope at the top of the bank centerline of any regulated creek. Between 35 and 150 feet from the break in slope at the top of the bank, there is a presumption that development is detrimental to the regulated creek unless demonstrated otherwise.

- b. Wetlands: Developments containing wetlands must maintain the existing level of wetland average and function on the property avoid loss of function or degradation of wetland habitat and/or wetland hydrology as the highest priority. Degradation or loss of function that is unavoidable shall be minimized, and the applicant must demonstrate that the cause of the degradation or loss of function is clearly in the public interest. The City shall develop and implement development regulations that at a minimum:

- 1) Establish criteria for determining whether or not the proposed development or activity is clearly in the public interest;
- 2) Establish mitigation ratios for wetland preservation, restoration and creation;
- 3) Establish bonding, monitoring and maintenance requirements for wetland mitigation projects;

- 4) Establish means of assuring that the wetland mitigation project continues to exist and function as approved.
- 5) Require review and approval of wetland mitigation projects by qualified professionals.

- c. Lakes: Developments containing a natural lake (or lakes) must not adversely impact the condition of the lake. Dredge and fill shall be prohibited. Development shall be prohibited within 35 feet of the landward extent of a lake.
- d. Wetlands: Developments must be consistent with Policy 2.3.32 of the Conservation, Open Space and Groundwater Recharge Element.
- e. Major Natural Groundwater Recharge Areas: Developments within this area must be consistent with Policies 2.3.43 and 2.3.5 of the Conservation, Open Space and Groundwater Recharge Element.
- f. Upland Areas: Developments within an area identified as Upland must submit an ecological inventory of the parcel. Based on the inventory, development may be allowed on up to the maximum of 75 percent of the parcel.

- Policy 3.1.2 The City shall regulate development in high aquifer recharge areas that, at a minimum, meet the standards and guidelines of the St. Johns River or Suwannee River Water Management Districts as applicable and Policies 2.3.5, 2.3.4 and 2.3.6 of the Conservation, Open Space and Groundwater Recharge Element.
- Policy 3.1.3 The City shall coordinate with the Florida Department of Environmental Protection and other agencies with regulatory authority over hazardous materials management in the review of any development proposal involving the use or generation of hazardous materials through the development review process.
- Policy 3.1.4 The City shall protect floodplain areas through existing land development regulations that which:

- a. Prohibit development within the flood channel or floodplain without a city permit;
- b. Prohibit filling in the flood channel by junk, trash, garbage, or offal;
- c. Prohibit permanent structures in the flood channel, except for those necessary for flood control, streets, bridges, sanitary sewer lift stations, and utility lines;
- d. Prohibit the storage of buoyant, flammable, explosive, toxic or otherwise potentially harmful material in the flood channel;
- e. Prohibit development within the floodplain that which would reduce the capacity of the floodplain;
- f. Prohibit development that which would exacerbate post-development ease or create harmful soil erosion, create stagnant water, or cause irreversible harmful impact on flora and fauna;

- g. Limit flood channel uses to agriculture, conservation, recreation, lawns, yards, gardens, and parking areas; and
- h. Limit floodplain uses to any launching areas for boats and structures to at least one foot above the 100-year flood elevation in addition to those allowed in the flood channel.

Policy 3.1.5 The Master Flood Control Maps (1990) prepared by CH2M Hill and adopted by the City Commission and on file in the City's Public Works Department shall be used to designate floodplains and flood channels. Areas not shown on the Master Flood Control Maps are subject to the floodplain and flood channel delineations shown on the national flood insurance maps of the Federal Emergency Management Agency.

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

Policy 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlay Districts shall be consistent with the goals, objectives and policies of the Historic Preservation Element.

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

Policy 3.2.3 By 2003, the City shall incorporate known archaeological sites into its geographic information system. The City's land development regulations shall require developers of land to report known archaeological resources for designation on the Future Land Use Map.

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

Policy 3.3.1 By June 1992, The City shall continue to determine and monitor whether facilities and services serving proposed development meet established Level of Service standards using the Concurrency Management System. Implement a Concurrency Management System that will be used to determine and monitor whether facilities and services serving proposed development meet established level of service standards

Policy 3.3.2 Prior to the approval of an application for a development order or permit, a concurrency analysis determination shall be made, and no final development order shall be issued unless existing facilities and services have capacity in accordance with locally adopted Level of Service (LOS) standards and/or the Transportation Concurrency Exception Area, or unless the final development order is conditioned upon the provision of such facilities and services being available at the time the impact of the development will occur.

Policy 3.3.3 No final development order shall be issued unless the required on-site and off-site utilities needed to serve that development have received a development permit concurrent with the proposed development.

Objective 3.4 Upon Plan adoption, The City shall ensure that the provisions of services and facilities needed to meet and maintain the LOS standards adopted in this Plan are provided. Between Plan adoption and implementation of the Concurrency Management System, the City shall adjust existing facility capacity to reflect the demand created by final development orders as they are issued.

Policy 3.4.1 Upon adoption of this Plan, The City shall continue to require of the development developer facilities needed to serve the development prior to the issuance of any development order.

Policy 3.4.2 The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan or development, including the densities and intensities of development.

Policy 3.4.3 Upon adoption of this Plan, The City shall continue to require that evidence of receipt copies of any applicable, required federal, State, or regional permits necessary from any other regulatory jurisdiction shall be submitted prior to issuance of a final development order. Listed on applications for development. Prior to the issuance of a final development order, the City shall receive copies of said permits or letters from the appropriate agencies indicating the intent to issue the necessary permits.

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

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

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

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

Policy 3.6.1 ~~By June 1992, The City's shall adopt land development regulations shall continue to that require submission of soils and topographic information site conditions with any application for developments that require site plan approval or a septic tank permit. The review of development applications shall ensure that the proposed development adequately addresses the particular site conditions.~~



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

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

#### Goal 4

The Land Use Element shall foster the unique character of the City by directing growth and redevelopment in a manner that uses neighborhood activity centers to provide goods and services to City residents; protects ~~viable, stable~~ neighborhoods; distributes growth and economic activity throughout the City in keeping with the direction of this element; preserves quality open space and preserves the tree canopy of the City. The Land Use Element shall promote statewide goals for compact development and efficient use of infrastructure.

#### Objective 4.1

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

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

Single-Family (up to 8 units per acre). This land use category shall allow single-family detached dwellings at densities up to 8 dwelling units per acre. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Wherever land uses are mixed, careful design will be required in order to ensure compatibility, accessibility and appropriate transitions between land uses that vary in intensity and scale. The Single-Family land use classification identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family and traditional neighborhood development. Land development regulations shall determine the performance measures and gradations of density. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations in conjunction with single-family dwellings under certain limitations.

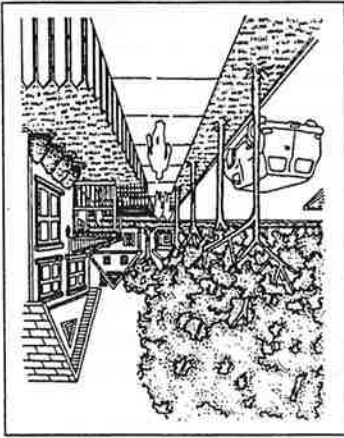
Residential Low-Density (up to 12 units per acre). This land use category shall allow dwellings at densities up to 12 units per acre. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Wherever land uses are mixed, careful design will be required in order to ensure compatibility, accessibility and appropriate transitions between land uses that vary in intensity and scale. The Residential Low-Density land use classification identifies those areas within the City of Gainesville that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family and traditional neighborhood development, particularly the conservation of existing traditional low-density neighborhoods,



single-family attached and zero-lot line development, and small-scale multi-family development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations, accessory units in conjunction with single-family dwellings, and bed-and-breakfast establishments within certain limitations.

Residential Medium-Density (8-30 units per acre). This land use classification shall allow single-family and multi-family development at densities from 8 to 30 dwelling units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Wherever land uses are mixed, careful design will be required in order to ensure compatibility, accessibility, and appropriate transitions between land uses that vary in intensity and scale. The land shown as Residential Medium-Density on the Future Land Use Map identifies those areas within the City of Gainesville that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family, traditional neighborhood, and medium-intensity multi-family development. Land development regulations shall determine gradations of density and specific uses. Land development regulations shall specify criteria for the siting of appropriate medium-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

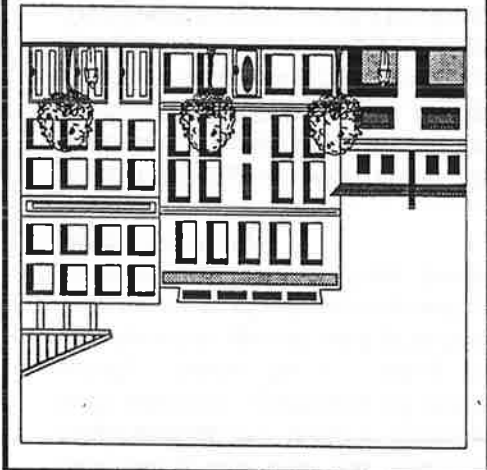
Residential High-Density (8-100 units per acre). This category shall allow single-family and multi-family development at densities from 8 to 100 dwelling units per acre. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted



Traditional Neighborhood Development (TND) ordinance. The land shown as Residential High-Density on the Future Land Use Map identifies those areas within the City of Gainesville that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for high-intensity multi-family development, traditional neighborhood development, and secondary retail and office uses scaled to serve the immediate neighborhood. The intensity of secondary retail and office use cannot exceed 25 percent of the residential floor area, except as may be allowed by traditional development overlay ordinances. Land development regulations shall determine gradations of density, specific uses, percentage of floor area and maximum floor area appropriate for secondary uses. Single-family shall be an allowable use. Land development regulations shall specify the criteria for the siting of high-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

Mixed-Use Residential (up to 75 units per acre). This residential district provides for a mixture of residential and office uses. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Office uses that are complementary to and secondary to the residential character of the district may be allowed. An essential component of the district is orientation of structures to the street and the pedestrian character of the area. Office uses located within this district should be scaled to serve the immediate neighborhood and pedestrians from surrounding neighborhoods and institutions. Land development regulations shall set the district size; appropriate densities (up to 75 dwelling units per acre); the distribution of uses; appropriate floor area ratios; design criteria; landscaping, pedestrian, transit, and bicycle access; and street lighting. Land development regulations shall specify the criteria for the siting of public and private schools, places of religious assembly and community facilities within this category when designed in a manner compatible with the adoption of a Special Area Plan for that area. The intensity of office use cannot exceed more than 10 percent of the total residential floor area per development, except as may be allowed by Traditional Development overlay ordinances.

Mixed-Use Low Intensity (10-30 units per acre). This category allows a mix of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses,



A Mix of Uses:

- Keeps a neighborhood center active and safe on weekends and evenings.
- Buildings at least 2 stories create a pleasant "outdoor room" feeling.
- Creates places for work, residences, civic, and recreation within compact, walkable distances.
- Reduces the need for car travel.
- Mixes uses vertically and horizontally.
- Makes transit efficient and makes smaller retail more viable.

duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses, traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. There is a 5-story height limit. Buildings in this category shall face the street and have modest (or no) front setbacks.

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

Mixed Use Low Intensity (10-30 units per acre). This category includes a mixture of residential, office and retail uses scaled to serve the needs of the surrounding neighborhood. This category has been applied to commercial development to enhance the flexibility of these low intensity areas. It is not expected that these areas shall be expanded significantly during this planning period; creation of strip development is not intended. Public and private schools, places of religious assembly and community facilities shall be appropriate in this category. Residential development from 8 to 30 units per acre shall be permitted. Land Development Regulations shall ensure a compact, pedestrian friendly environment for these areas; provide guidelines for the compatibility of permitted uses.

Development Regulations shall ensure a compact, pedestrian friendly environment for these areas; provide guidelines for the compatibility of permitted uses; and ensure that such areas do

not serve overlapping market areas of other designated low activity centers. Floor area ratios in this district shall not exceed 2.00, except in a special area plan, where there shall be no floor area ratio maximum. The intensity of development on property covered by a special area plan shall be regulated by the Urban Design Standards that include building height, build to lines, setback requirements and building coverage to determine intensity of use instead of a maximum floor area ratio.

Mixed-Use Medium-Intensity (12-14-30 units per acre). This category allows a mixture of residential, office, business and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as a neighborhood (activity) center serving multiple neighborhoods. It is not expected that these areas shall be expanded significantly during this planning period. Land development regulations shall ensure a compact, pedestrian environment for these areas; provide guidelines for the compatibility of permitted uses; and ensure that such areas do not serve overlapping market areas of other designated medium-intensity neighborhood (activity) centers. Residential development from 12-14 to 30 units per acre shall be permitted. Intensity will be controlled, in part, by adopting a 5-story height limit. Buildings in this category shall face the street and have modest (or no) front setbacks. Floor area ratios in this district shall not exceed 2.00.

Mixed-Use High-Intensity (up to 150 units per acre). This category includes a mixture of residential, office, business uses and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods and uses on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as an activity center serving the urban area. When in accord with all other land use regulations, residential densities up to 150 units shall be permitted. Land development regulations shall be prepared to ensure the compact, pedestrian character of these areas. Buildings in this category shall face the street and have modest (or no) front setbacks. Floor area ratios in this district shall not exceed 10.00.

Office. The Office land use category identifies areas appropriate for office and residential uses. This category is intended to identify appropriate areas for professional and service uses, hospital and medical uses, compound and residential uses, and appropriate ancillary uses. Office designations shall be applied to compact office developments; office designations shall not encroach in viable residential areas nor expand strip development. Residential uses in office districts shall be designed as new in-town development with mixed use, live-work, compound use or shall accommodate existing residential development within the district. Densities shall not exceed 20 units per acre. Land development regulations shall determine the appropriate scale of use and the specific criteria for the siting of private schools and churches. Intensity will be controlled by adopting a 5-story height limit, requiring buildings to face the street, and modest build-to lines. Instead of a maximum floor area ratio, floor area ratios in this district shall not exceed 2.00, except in a special area plan, where there shall be no floor area ratio maximum. The intensity of development on property covered by a special area plan shall be regulated by the Urban Design Standards that include building height, build to lines, setback requirements and building coverage to determine intensity of use instead of a maximum floor area ratio.

Commercial. The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses, and, when designed sensitively, residential uses. Land development regulations shall determine the appropriate scale of uses. This category is not appropriate for neighborhood centers. Intensity will be controlled by adopting a 5-story height limit, requiring buildings to face the street, and build-to lines of 5-20 feet, instead of a maximum floor area ratio. Floor area ratios in this district shall not exceed 2.00, except in a special area plan, where there shall be no floor area ratio maximum. The intensity of development on property covered by a special area plan shall be regulated by the Urban Design Standards that include building height, build-to lines, setback requirements and building coverage to determine intensity of use instead of a maximum floor area ratio.

Industrial. The Industrial land use category identifies those areas appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling and other ancillary uses, and, when designed sensitively, retail, office, service, and residential uses, when such non-industrial uses are no more than 25 percent of the development floor area, or when part of a Brownfield redevelopment effort. Land development regulations shall determine the appropriate scale of uses and consider the externalities of such uses. Intensity will be controlled by adopting a 5-story height limit, and requiring buildings to face the street. Intensity of use shall not exceed a maximum lot coverage of 80 percent.

Education. This category identifies appropriate areas for public and private schools and institutions of higher learning when located outside of neighborhood centers (activity centers). Land development regulations shall address compatibility with surrounding uses and infrastructure needs, except in a special area plan, where there shall be no floor area ratio maximum. The intensity of development on property covered by a special area plan shall be regulated by the Urban Design Standards that include building height, build-to lines, setback requirements and building coverage to determine intensity of use instead of a maximum floor area ratio. Floor area ratios in this district shall not exceed 5.00.

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

Conservation. This category identifies areas environmentally unsuited to urban development, permanent buffers between land uses, areas used for passive recreation and nature parks. Privately held properties within this category shall be allowed to develop at single-family densities of 1 unit per 5 acres. Land development regulations shall determine the appropriate scale of activities, structures and infrastructure that will be allowed.

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

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

Planned Use District. This category is an overlay land use district which may be applied on any specific property in the City. The land use regulations pertaining to this overlay district shall be

adopted by ordinance in conjunction with an amendment to the Future Land Use Map of this comprehensive plan. The category is created to allow the consideration of unique, innovative or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses and environmental conditions of the subject land. This district allows a mix of residential and non-residential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. This category shall allow traditional neighborhoods and uses on sites 1/6 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Each adopting PUD overlay land use designation shall address density and intensity, permitted uses, ~~traffic~~ access by car, foot, bicycle, and transit, and trip generation and trip capture, environmental features and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement any specific development plan under a PUD. In the event that the overlay district has been applied to a site and no planned development zoning has found approval by action of the City Commission within 18 months ~~one year~~ of the land use designation, the overlay land use district shall be deemed null and void and the overlay land use category shall be removed from the Future Land Use Map, leaving the original and underlying land use in place.

Policy 4.1.2 Underlying densities and intensities of development within the future land use categories shall be consistent with the policies in the Conservation, Open Space and Groundwater Recharge, and Future Land Use Elements providing standards and criteria established for the protection of environmentally sensitive land and resources.

Policy 4.1.3 The City should approve changes to the Future Land Use Map based on a review of:

1. The impact to the environmental resources on the site;
2. Whether the change promotes urban infill; and
3. Whether the best interests, community values, or neighborhood support is achieved.

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

Objective 4.2 By June 1992, The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of activity centers and other high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site



design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and existing tree canopy.

Policy 4.2.2 By June 1992, The City shall adopt land development regulations that encourage better access between residential neighborhoods and adjacent neighborhood activity centers through the use of street road design and the use of pedestrian, bicycle and mass transit modifications improvements.

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

Policy 4.2.4 The existence of non-residential uses on one or more corners of an intersection will need not justify approval of ~~in~~ the development of all corners with the same or similar use, nor does the existence of non-residential uses on a major arterial street dictate that all frontage must be similarly used.

Policy 4.2.5 The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16<sup>th</sup> Avenue.

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

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

Policy 4.3.1 The Central City Core Town Activity Center shall integrate the University of Florida, Alachua General Hospital and the Central City District into one dynamic core. By June 1993, the City will develop a Special Area Plan (SAP) for this area. By June 1993, the City will develop a Special Area Plan (SAP) for this area.

Policy 4.3.2 In the interim period before adoption of a Special Area Plan for The Morningstar Area shall be regulated by the following that is designated on the Future Land Use Map as "single family," the City shall use the following regulating criteria:

a. Any development and/or subdivision of land within the Morningstar Area shall be consistent with the City's land development regulations.

b. Livestock uses which existed prior to January 31, 1994, shall be deemed legally nonconforming uses. However, there shall be no new livestock uses introduced or expansions of existing uses without a city-issued livestock or fowl permit as provided in the Code of Ordinances.

- c. A building permit may be issued for a single-family dwelling on an existing lot of record as of January 31, 1994, if all of the following provisions apply:
1. minimum lot size of 0.50 acres;
  2. a perpetual easement improved by a road or drive which connects the lot to a dedicated public right-of-way that is capable of supporting police and fire emergency vehicles in the opinion of the City's Traffic Engineer; and
  3. the lot will legally meet the requirement for provision of potable water and disposal of sewage.
- The Orton Trust Planned Use District shall consist of a mix of residential and non-residential uses under the following conditions and restrictions:

- a. A planned development zoning ordinance consistent with the planned use district must be adopted by the City Commission within one year of the effective date of the land use change. If the aforesaid zoning ordinance is not adopted within the one year period, then the overlay district shall be null and void and of no further force and effect and the Future Land Use Map shall be amended accordingly to the appropriate land use category upon proper notice. The planned development zoning ordinance shall specify allowable uses and design standards consistent with traditional neighborhood design principles.

- b. The overall residential density must meet a minimum of 6 units per acre and a maximum of 8 units per acre, excluding wetlands. The residential density shall be no greater than 8 units per acre in single-family detached residential dwellings along Northwest 31st Avenue.

- c. No non-residential activity, with the exception of places of religious assembly or private schools, shall be allowed along Northwest 31st Avenue or within 500 linear feet north of the frontage of Northwest 31st Avenue.

- d. A maximum of 80,000 square feet of non-residential use, including retail/commercial, eating places, office, civic, schools, day care centers, and places of religious assembly shall be allowed. A maximum of 600 feet of the Northwest 39th Avenue frontage shall be used for non-residential uses. The total allowable retail/commercial uses shall not exceed 40,000 square feet. Retail/commercial uses shall be as defined by the 1987 Standard Industrial Classification Manual major groups 52 thru 57 inclusive, 59; and 70 thru 79 inclusive. All non-residential uses on the perimeter of the planned use district shall be adequately buffered from surrounding residential uses through the use of greenspace, fences, or walls. The buffer widths shall be established in the planned development zoning ordinance.

- e. A minimum of 40,000 square feet of residential use shall be required above the first or second story of non-residential uses, and may be placed above the

first or second story of any part of the 80,000 square feet of non-residential use authorized by this planned use district.

f. The maximum allowable square footage for any one-story retail/commercial building where the entire building is in a single use is 15,000 square feet.

g. A maximum of 2 businesses shall be allowed to have drive-through facilities. The drive-through facilities may only be used for a pharmacy and a financial institution. A maximum of 4 drive-through lanes shall be allowed and no more than 3 lanes shall be allowed for any single use. The planned development zoning ordinance shall require that any drive-through facility shall be designed to maximize pedestrian safety and convenience and shall establish design standards that ensure that drive-through facilities do not adversely affect the quality of the public realm or urban character of the area. Drive-through facilities can only be located within 300 feet of the Northwest 39th Avenue frontage.

h. A minimum of 8 acres shall be provided in common open space for conservation and recreation.

i. The planned development zoning ordinance shall prescribe a phasing schedule in order to ensure a mixed-use project including residential and/or residential infrastructure from the first phase of construction.

j. The planned development zoning ordinance shall provide a uniform signage plan for the planned use district.

k. All wetland areas must be identified by the appropriate water management district before any final development orders will be issued. The removal, fill or disturbance of wetlands shall be in accordance with the requirements of the St. Johns River Water Management District and the City's Comprehensive Plan. All development on the site shall be consistent with Article VIII, Environmental Management, of the City's land development code.

l. A master stormwater management plan shall be prepared and approved by the City's Public Works Department for the entire planned use district prior to the issuance of any final development orders.

m. A maximum of 2 access roadways shall be allowed onto Northwest 39th Avenue. A maximum of 2 access roadways shall be allowed onto Northwest 31st Avenue. No direct driveway access connections are allowed from either Northwest 39th Avenue or Northwest 31st Avenue.

n. The internal road network shall be designed using Traditional Neighborhood Development Street Design Guidelines as published by the Institute of Transportation Engineers, as updated from time to time. The developer shall construct vehicular connections to the adjacent Palm Grove Subdivision, Phases I and II on the west side of the proposed planned use district, so that the connections align with the connections shown on the Palm Grove Phase I and II subdivision plats.



o. Except as may be established and shown for good cause by the owner/developer and then provided in the planned development zoning ordinance, all sidewalks shall be 5-foot minimum in width. A pedestrian network consisting of sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the public sidewalk. All retail/commercial uses shall be interconnected by safe pedestrian/bicycle connections. Each use along the Northwest 39th Avenue frontage shall have a sidewalk connection to the public sidewalk.

p. The planned use district shall maximize cross-access vehicle and pedestrian/bicycle connections between uses and shall maximize pedestrian safety and comfort.

q. A traffic study shall be provided by the owner/developer as part of the application for the planned development rezoning in order to determine trip generation and trip distribution to and from the development for the purpose of concurrency.

r. The owner/developer shall construct and transfer to the City of Gainesville a bus shelter located on the Northwest 39th Avenue frontage or an alternative location approved within the planned development zoning ordinance as part of the first phase of development.

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

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

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

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

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

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

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

Policy 4.5.3 ~~By June 1992, The City shall continue to adopt land development regulations to implement the LOS standards adopted in the Stormwater Management Element.~~

Objective 4.6 Provide a mechanism for consistency between the Future Land Use categories and zoning designations, during the interim period between the adoption of the Plan and the implementation of new land development regulations that will allow development that is consistent with the Future Land Use Map.

Policy 4.6.1 Chapter 30 29, City of Gainesville Code of Ordinances shall implement the Future Land Use categories created by this Plan as indicated on the following page and shall regulate all development until superseded by new land development regulations as required by this Plan. Proposed developments that do not fall within the parameters of existing zoning districts and categories shall be permitted to develop as Planned Developments and shall meet all the requirements of that zoning classification and the Future Land Use Element Plan.

Policy 4.6.2 Nothing in this Plan shall limit or modify the rights of any person to complete any development that has been issued a final development order prior of the adoption of this Plan, from which development has commenced and is continuing in good faith.

Objective 4.7 Provide the mechanism for the period after adoption of new land development regulations that ensures development that is consistent with the Future Land Use Map.

Policy 4.7.1 Chapter 30, City of Gainesville Code of Ordinances shall implement the Future Land Use categories created by this Plan as indicated on the table labeled "Future Land Use Categories and Comparable Zoning Districts." All development shall be regulated by the provisions of these zoning districts.

Future Land Use Categories and Corresponding/Implementing Zoning Districts

Zoning	Land Use
RSF-1, RSF-2, RSF-3, RSF-4, CON, PD, TND, PS	Single-family (SF)
RSF-4, RMF-5, MH, RC, PD, TND, CON, PS	Residential—Low (RL)
RMF-6, RMF-7, RMF-8, PD, TND, CON, PS	Residential—Medium (RM)
RH-1, RH-2, PD, TND, CON, PS	Residential—High (RH)
RMU, PD, TND, CON, PS	Mixed use—Residential (MUR)
MU-1, PD, TND, CON	Mixed use—Low (MUL)
MU-2, CF, PD, TND, CON	Mixed use—Medium (MUM)
CDD, PD, TND, CON, PS	Mixed use—High (MUH)
OR, OF, MD, PD, CON, PS	Office (O)
BA, BT, BUS, W, PD, CON, PS	Commercial (C)
I-1, I-2, W, PD, CON, PS	Industrial (IND)
ED, PD, CON, PS	Education (E)
PS, PD, CON	Recreation (REC)
CON, PD, PS	Conservation (CON)
AGR, CON, PS	Agriculture (AGR)
AF, PS, PD, CON	Public facilities (PF)
PD, TND, PS or rezoning consistent with the underlying land use designation	Planned Unit Development (PUD)

Objective 4.8

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

Policy 4.8.1 Coordinate resource planning and management plans prepared pursuant to Florida Statutes.

Objective 4.9

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

Policy 4.9.1 The intent of this Special Area is to establish specific guidelines for the area identified as Idylwild/Serenola, generally bounded by Archer Road to the north, SW 13<sup>th</sup> Street to the east, Paynes Prairie to the south and east, and SW 34<sup>th</sup> Street and Interstate 75 to the west. Only a small portion of this area is currently within city limits and subject to these standards. To help with identification of the area and specific areas described herein, an Idylwild/Serenola Special Area map (Special Area Study: Idylwild/Serenola in the Future Land Use Element map series), is incorporated by reference. Except where modified by the policies herein, all policies of the Plan shall be applicable within the special area. Where

the specific policies conflict with general policies in the remainder of the plan, it is the intent that the policies herein shall prevail.

Policy 4.9.2 To preserve and conserve significant uplands, policies (a) through (c) below shall apply. Significant uplands are defined as forested upland communities (associations) of plants and animals, which, because of their great variety of species are deemed to be of exceptional quality and richness (community completeness). These habitats are typically of sufficient size to maintain normal flora and fauna, have actual or potential linkages to other significant natural areas and contain sufficient diversity among species and communities.

a. Preservation of upland communities shall be encouraged through public or private acquisition where possible, and other appropriate methods of preservation.

b. Appropriate conservation strategies shall be used to permit appropriate development when acquisition is not possible. These development regulations are addressed in the Conservation Element.

c. Criteria for the conservation of significant uplands shall be developed and included as a part of the development review process.

Policy 4.9.3 To preserve, maintain, and restore where necessary, areas containing extensive trees canopies, policies (a) and (b) below shall apply. Tree canopy areas are major existing areas containing a significant population of trees of a size and condition to be considered a significant environmental resource.

a. The development regulations shall require a tree survey be submitted for all development proposed within designated "Tree Canopy Areas". The survey shall be submitted at the time of development application.

b. Development within Tree Canopy Areas shall utilize "cluster" design concepts where appropriate, concentrating development within given areas to minimize the impact of the proposed development. The development regulations shall provide for appropriate mitigation, if necessary.

Policy 4.9.4 To maintain developable or already developed lots in as much of a natural state as possible, the following policy shall apply in areas currently in residential use. The areas currently in residential use contain the densely tree-canopied, developed areas of the Idylwild, Serenola, and Malore Gardens neighborhoods.

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

Policy 4.9.5 To protect endangered and threatened species through habitat maintenance and appropriate development regulations, policies (a) through (c) below shall apply. The Special Area contains habitat areas of 2 wildlife species -- sandhill crane and bald eagle -- listed as either threatened or endangered.

a. The policies within the Conservation Element of the Gainesville Comprehensive Plan shall apply as they relate to threatened and endangered species.

b. Threatened and endangered species listed in official Federal, State, or international treaty lists, i.e., "listed" species, shall be afforded the legal protective status provided by law.

c. The encroachment of development upon areas of threatened and endangered species shall be discouraged.

Policy 4.9.6 Individual sites and areas of archeological significance shall be preserved, protected, or acquired, and wherever possible, enhanced. Policies (a) through (b) below shall apply to archeologically significant areas.

a. The relocation of construction sites which coincide spatially with identified historical and archeological sites shall be encouraged.

b. The development regulations shall establish minimum buffer areas around known archeologically significant areas.

Policy 4.9.7 The City shall protect existing residential neighborhoods from encroachment of incompatible land uses in the Idylwild/Serenola Special Area, promote compatible land uses on adjacent properties, and encourage the type and intensity of land uses that are consistent with and compatible to the natural characteristics of the land.

Policy 4.9.8 The policies governing land use in the special area are as follows:

a. The 44 acres of the Idylwild/Serenola Special Area that were annexed by Ordinance No. 991231, if developed, shall be developed with no more than 88 residential units, each of which must be single-family and detached.

b. Residential properties located adjacent to single-family residential neighborhoods should be developed at not higher than a 2 du/a increase in density above the density permitted on any adjacent land within 150 feet. Adjacent properties shall mean abutting properties or properties which are separated only by a private or County right-of-way or easement, but properties that are separated by an arterial street shall not be considered adjacent. Further increases may be permitted only for development shown to be sufficiently similar in character and intensity to existing uses so that compatibility is maintained. Techniques such as step-up in residential density, buffers, setbacks, screening, modest surface parking, and low-intensity lighting between uses -- based on performance standards to be defined in the development regulations -- may be utilized to provide such compatibility. All density increases for any portion of the 44-acre property annexed by Ordinance No. 991231 shall comply with Policy 4.9.8 a., which limits the total number of units for the entire, 44-acre property to 88, each of which must be single-family and detached.

- c. The natural constraints of the land shall be considered in light of any proposed development.
- d. Provide protection for environmentally significant areas. Specific criteria, standards, and procedures should be identified for development requests including provisions such as appropriate setbacks, buffers, mitigation and restoration requirements and provision of natural open areas.
- e. Provide for low density/intensity uses around environmentally significant areas such as Paynes Prairie.
- f. Provide through the development regulations a manner to reevaluate proposed development which has not developed after a designated period of time.

Policy 4.9.9 Provide the necessary infrastructure to sustain and support growth which

maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.

Policy 4.9.10 To provide for public water and centralized sewer system of adequate size and capacity to protect the sensitive environmental structure of the area, policies (a) through (e) below shall apply.

- a. Extend existing public water lines as appropriate to all approved new development within the Idylwild/Serenola neighborhood, appropriately looped to enhance flow. Such extensions shall be made in accordance with GRU extension policies.
- b. Extend centralized sanitary sewer facilities as appropriate to all approved new development. Such extensions shall be made in accordance with GRU extension policies.
- c. Coordinate the extension of water and sewer facilities with the expansion of the GRU treatment plant.
- d. Require all new development to tie into the extended water and sewer lines when capacity is available. Such connections shall be made in accordance with GRU policies.
- e. Prohibit new development within the neighborhood unless it is connected to a public water supply and a centralized sewer facility unless:
  - 1. the development is single family in nature; and
  - 2. is being constructed on a lot of 3 acres or more; and
  - 3. receives the appropriate permits for either well use, on-site treatment, or both.

Objective 4.10

Eliminate uses inconsistent with the adopted Future Land Use Plan.

Policy 4.10.1 By June 1992, The City shall continue to have ~~adopt~~ land development regulations that eliminate or control those uses that are found to be inconsistent with the Future Land Use Plan. Land development regulations shall address the continued

existence of legal non-conforming uses, and amortization schedules for signs and street graphics.

Policy 4.10.2 No legal, nonconforming use at the time this plan is adopted or amended shall be rendered illegal by this plan, except as provided in the land development regulations.

Goal 5

To enhance the City's commitment to improve and maintain the vitality of its neighborhoods. The neighborhood represents the primary building block of the city, and the health and vitality of existing and new neighborhoods is essential to building a viable, sustainable community.

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

Policy 5.1.1 Continue the neighborhood planning program, utilizing a collaborative and holistic planning process, and designate up to 2 additional neighborhoods per year for participation.

Policy 5.1.2 Assist neighborhoods in developing coordinated Neighborhood Action Plans to address neighborhood issues such as land use and housing, codes enforcement, traffic and infrastructure, crime, recreation and beautification. Plans shall include short- and long-term goals identified by the neighborhood and identification of strategies to implement goals.

Policy 5.1.3 Establish Neighborhood Action Teams, comprised of city staff, to assist designated neighborhoods.

Policy 5.1.4 The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.

Policy 5.1.5 The neighborhood planning program should include a neighborhood registration program for all city neighborhoods that choose to participate.

Policy 5.1.6 The City should develop a neighborhood web page for the City's web site by 2003.

Policy 5.1.7 The City shall prepare a study of the impacts of rentals on single-family neighborhoods and shall implement additional programs as necessary and appropriate to stabilize and enhance these neighborhoods.



Objectives and policies from adopted 1991 Future Land Use Element proposed for deletion

- 1.1.2 By June 1992, criteria and review procedures shall be established in the Land Development Regulations limiting the intensity and type of development in environmentally sensitive areas and flood-prone areas:
- 1.1.3 All development proposals within the City's jurisdiction that affect the Taseahale and Murphree Wellfield Management Zones must conform to the Murphree Wellfield Management Code Ordinance 88-15, adopted July 26, 1988 by the Alachua County Board of County Commissioners. New placement of septic tanks in the secondary zone shall also be prohibited for non-residential use:

1.1.4 The City shall annually allocate a minimum of \$150,000 for the purchase of recreation sites and environmentally sensitive lands. These lands shall be used for recreation, conservation, preservation, open space and for regional watersheds in accordance with criteria developed in the Recreation Element and the Conservation, Open Space and Groundwater Recharge Element of the Plan:

1.1.5 The City shall continue to coordinate with private donors and non-profit agencies such as the Alachua Conservation Trust to acquire environmentally significant lands:

1.1.10 The Future Land Use Map Series is amended to include the Future Land Use maps for lands annexed into the city by City Ordinance Nos. 3768, 3769, and 3865:

1.1.11 The Environmentally Significant Lands and Resources maps for lands annexed by City Ordinance Nos. 3768, 3769, and 3865 are included as part of the Future Land Use Map Series. Regulated creeks shown on the Environmentally Significant Lands and Resources Maps shall be regulated in accordance with the provisions of the "Surface Water District" in the Land Development Regulations:

1.1.12 The City shall designate floodplains and flood channels in the areas annexed by Ordinance Nos. 3768, 3769, and 3865 based on the Federal Emergency Management Agency (FEMA) maps:

1.1.13 By 1994, the City shall amend the Surface Water District section of the Land Development Regulations to reference the map atlas entitled "Regulated Creek Properties Within the City of Gainesville" as the map officially designating regulated creeks:

1.3.4 By June 1992, the City shall adopt Land Development Regulations that establish policies for the dedication of land, easements and improvements as part of the land subdivision and development process that ensure adequate utility service:

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

2.1.3 The City shall amend the Comprehensive Plan based on land development regulations developed during the moratorium (Ordinance #0-91-32) on mixed land use categories to ensure the provision of residential in mixed use development above some threshold:

2.2.2 The City shall adopt Land and Development Regulations that permit a variety of housing types and housing densities throughout the City in order to meet the needs of people with differing incomes and life styles.

Objective 2.3

By June 1992, the City shall adopt Land and Development Regulations that require concentrated development patterns through the use of the activity-center concept. Activity Centers shall be designed to integrate housing with commercial, employment and recreational opportunities, and shall be located and designed to create vibrant urban areas, promote convenience for City residents and reduce vehicular travel and energy consumption.

2.3.1 The activity-center concept shall be implemented by the designation of Mixed Use Low areas of a unified development of 10 acres, Mixed Use Medium and Mixed Use High on the Future Land Use Map for concentrated high intensity mixed use development designed to serve the needs of the City at large and by the designation of concentrated medium intensity mixed use development designed to serve the needs of several surrounding neighborhoods. The activity-center concept shall also be implemented by the designation of Commercial areas of a unified development of 30 acres or more designed to serve the needs of the entire city and the surrounding region. Such developments shall be denoted as regional activity centers.

2.3.3 Mixed Use Low and Office land use categories designated on the Future Land Use Map shall be used:

- a. To provide low intensity activity centers to meet neighborhood level needs;
- b. To accommodate existing strip development and encourage better integration of uses in those areas:

2.3.4 Specific use designations may be used to ensure the desired mix of uses in Activity Centers and along corridors:

2.3.6 The Oaks Mall area shall be designated as a regional activity-center:

2.3.7 By 1995, the City shall adopt a Special Area Plan for the Oaks Mall Regional Activity Center which will regulate access management, traffic management, minimum site area, and uses. This Special Area Plan shall take into account Alachua County's Activity Center Plan for the greater Oaks Mall Activity Center which goes beyond the city limits. In the interim period, the activity-center shall be governed by the City's Land Development Regulations.

2.3.8 Establish a mixed use community level activity-center along the North US 441 corridor, known as the Gainesville North Community Activity Center using the PUD (Planned Use District) land use category established in policy 4.2.1.1.

2.3.9 The Gainesville North Community Activity Center shall consist of the following distribution of land uses on 720 acres:

Land Use	Total Maximum Percentage
Single-Family	65
Residential Medium Density	20
Commercial	12-15

Office	63
Total Minimum Percentage	
Public Facilities/Park	5.5
Education/Recreation	6
Road & Easement	N/A

Policy 2.3.10 The following standards shall be used to develop the Gainesville North Community Activity Center:

- a. The Community Shopping Center shall not exceed 360,000 square feet.
- b. Office development shall not exceed 150,000 square feet.
- b. The maximum floor area ratio for all other nonresidential uses excluding public facilities and educational use shall be 0.25.
- e. No commercial activities shall be permitted along NW 43rd Street.
- d. At least 20 acres of developable residential land shall be set aside for affordable housing as defined by the City.
- e. All wetland areas must be identified by the appropriate water management district before any final development orders will be issued.
- f. A master stormwater management plan must be prepared and approved by city engineering for the entire 720 acres before any final development orders will be issued.
- g. The City shall coordinate with the North Central Florida Regional Planning Council to determine if the development phases of the Activity Center will fall within the threshold of a Development of Regional Impact.
- h. The internal traffic circulation network shall interconnect all phases of the activity center and provide for pedestrian travel and bikeways.
- i. A maximum of 4 access points from the activity center onto US 441 shall be allowed.
- j. A minimum 50-foot buffer shall be provided adjacent to Turkey Creek Forest.
- k. Signage for the activity center shall be in accordance with the City's land development regulations for signage at the time of development approval.
- l. The planned development zoning ordinance consistent with the PUD overlay district must be adopted by the City Commission by August 22, 2000 1999 or the overlay district shall be null and void, and the Future Land Use Map shall be amended accordingly upon proper notice. The underlying Future Land Use Map Category is "Single Family;" such category is inapplicable as long as the property is developed and used in accordance with the development plan approved in the ordinance rezoning this property to Planned Development "PD."

2.4.2—Special Area Plans for the College Park Neighborhood and Central City Core Activity Center and Central City Special Transportation Area shall be the first priority.

2.4.3—Before June 1992, the City shall adopt a special area plan for the College Park Neighborhood to identify the appropriate uses and intensity of uses and to provide urban design guidelines for development in the area. In the preparation of the plan the City shall consider recommendations made by the College Park Neighborhood Plan prepared by Wallace, Todd and Roberts.

2.4.5—The Central City Interim Special Transportation Area approved by PDOT shall be designated on the Future Land Use Map. All development within the STA must meet the LOS standards adopted in Policy 1.1.6 of the Traffic Circulation Element.

2.4.6—The City shall adopt Land Development Regulations that implement design guidelines for developments in the Downtown.

2.4.7—The City shall only allow development and redevelopment within the College Park Neighborhood that is consistent with the scale and character of the neighborhood. Residential development in the neighborhood shall be allowed in Type II buildings with 2.5 stories and Type III buildings with 2.5 stories (measured in the number of floors, each not to exceed 13 feet, floor to ceiling).

2.4.8—The following criteria shall be used to guide development in the College Park Neighborhood south of N.W. 5th Avenue:

a. The intensity of development shall be regulated by the design guidelines for the College Park Special Area, which include build to lines, building heights and landscape requirements.

ab. Type I buildings which allow retail, office and residential uses within four story buildings shall be allowed in areas designated Mixed Use Low. Retail uses shall be restricted to the first 2 floors, office uses shall be allowed on all four floors and residential shall be allowed on the second through the fourth floor.

bc. The Type II buildings which allow office and residential uses within a 3.5 story building shall be allowed in areas designated Mixed Use Residential. Office uses accessory to the residential use shall be restricted to the first floor.

ed. The Type III buildings which allow residential uses within a 2.5 story building shall be allowed in areas designated Residential Medium Density. Residential uses along with home occupations shall be the only uses allowed.

2.4.9—By June 1992, The City shall adopt Land Development Regulations and a Special Area Plan for the College Park Neighborhood based on a Master Plan being prepared for the neighborhood. The Special Area Plan shall be adopted by amending the Comprehensive Plan. Land Development Regulations shall establish the overall density and intensity of uses.

2.4.10—By 1994, the City shall adopt a Special Area Plan for the Morningstar Subdivision.

2-6-3 The City shall extend the expiration date of all Planned Unit Developments annexed in September, 1992 by Ordinance Nos. 3768 and 3769 for one additional year from January 31, 1994.

2-7-4 The City shall extend the expiration date of all Planned Unit Developments annexed in September, 1992 by Ordinance Nos. 3768 and 3769 for one additional year from January 31, 1994.

2-7-5 The City hereby adopts the Master Drainage Plan for T.J. Hawes Tract Basin No. 3 as approved by Alachua County and the St. Johns River Water Management District in February, 1986 as regulating stormwater management in the area legally described by the Plan:

2-9-2 The city shall not limit or modify the rights of any person to complete any development annexed by City Ordinance Nos. 3768, 3769, and 3865 that has been issued a final development order prior to January 31, 1994 which development has commenced and is diligently proceeding to completion in good faith.

## Future Land Use Map Series

- Transportation Concurrency Exception Area
- Designated Urban Redevelopment Area
- Designated Urban Infill and Redevelopment Area
- 100-Year Floodplain
- Environmentally Significant Land and Resources
  - Wellfield Protection Zones
  - Floridan Aquifer Recharge
  - Creeks, Lakes, and Wetlands
  - Uplands
- General Soil Associations
- Commercial Excavation Sites
- Special Area Study: Idylwild/Serenola
- Generalized Future Land Use Map





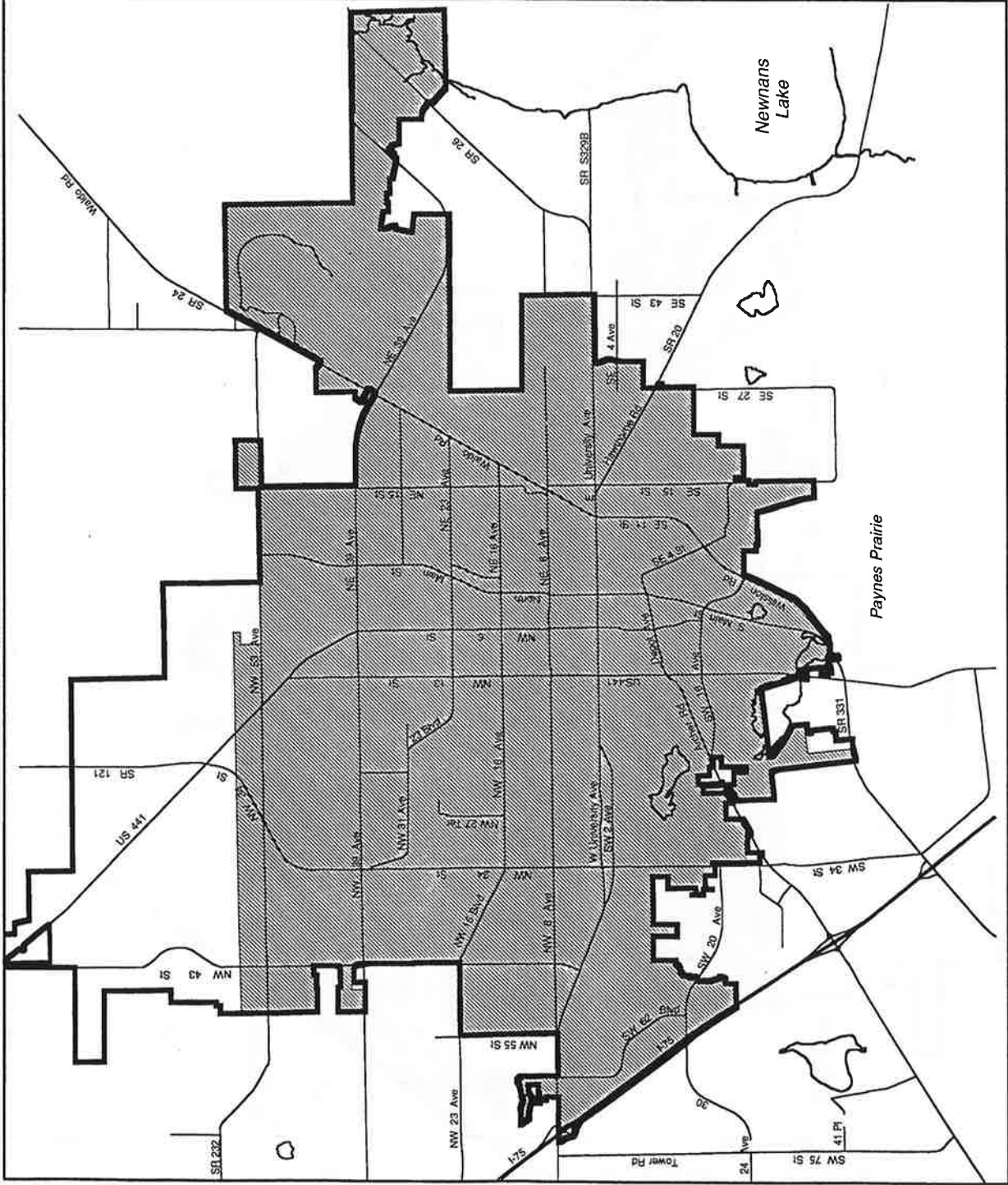
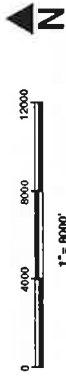
# TRANSPORTATION CONCURRENCY EXCEPTION AREA

## Legend

- Transportation Concurrency Exception Area
- Gainesville City Limits

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
January 18, 2001





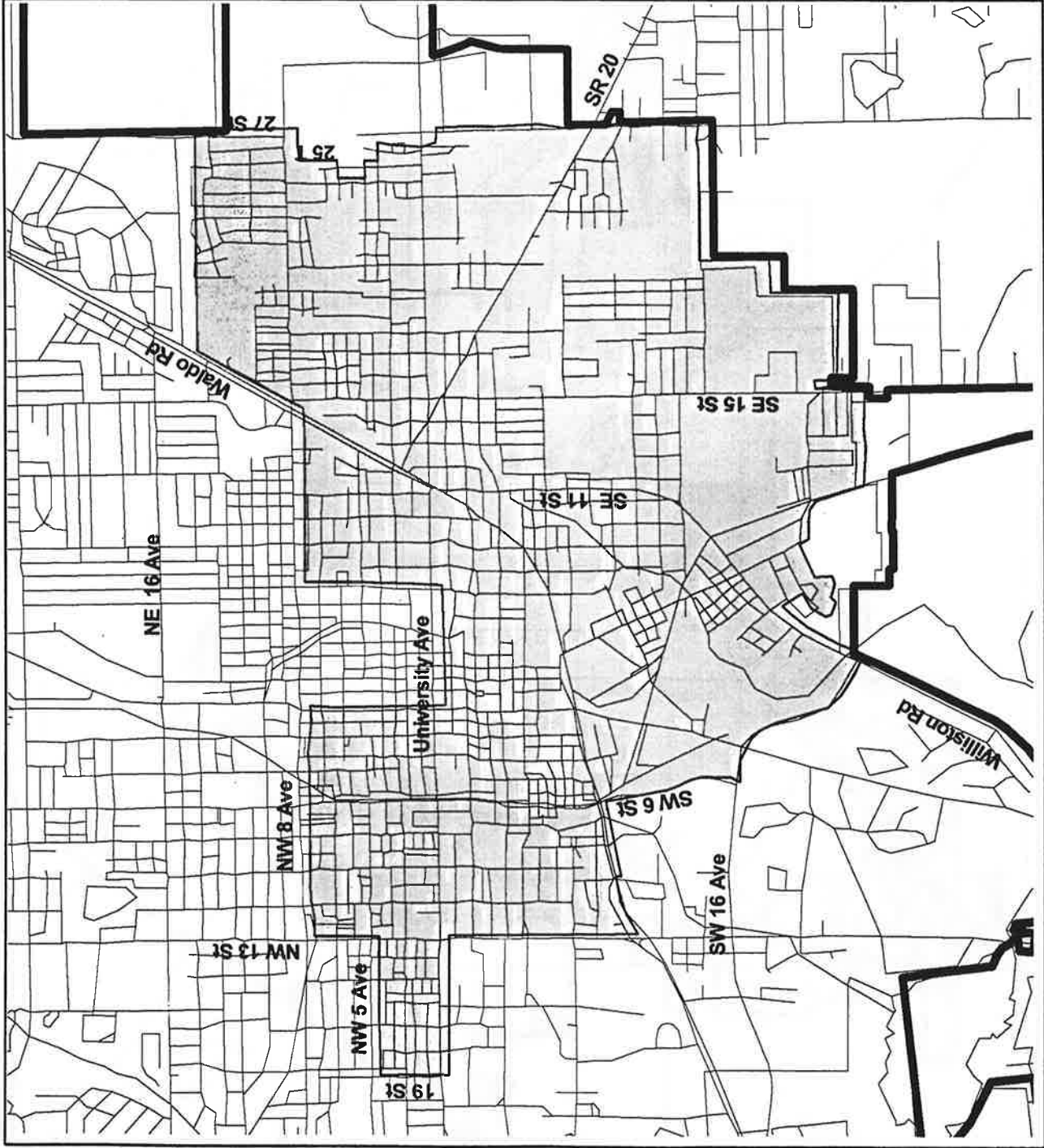
# URBAN INFILL & REDEVELOPMENT AREA

Boundary

- Urban Infill & Redevelopment Area (UIRA)
- Gainesville City Limits


City of Gainesville  
Gainesville, Florida

Prepared by the  
Department of Community Development  
January 2001



# 100-YEAR FLOODPLAIN

## Legend

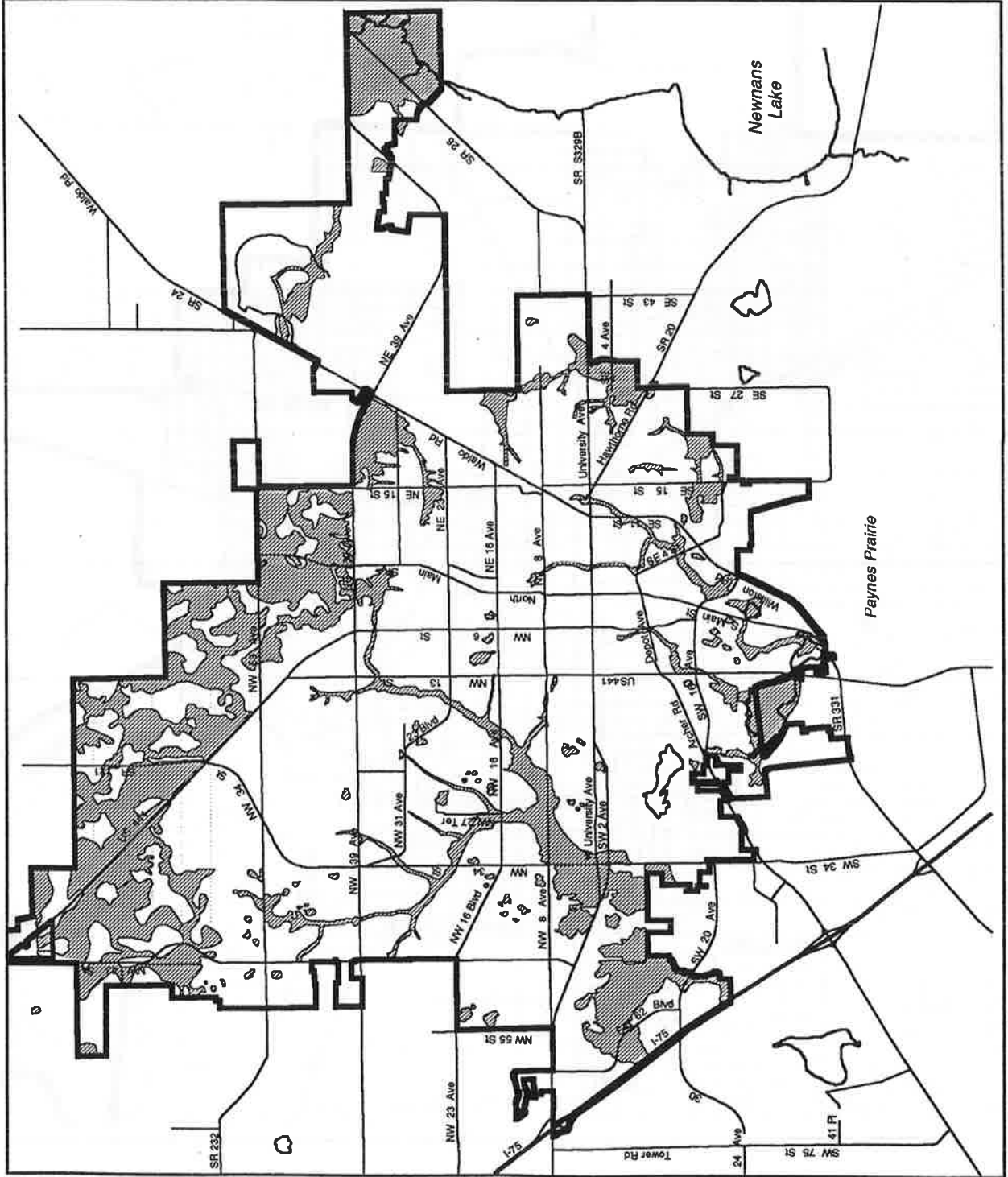
-  100-Year Floodplain
-  Gainesville City Limits

### Source:

1987 City Limits Area: CH2M Hill Flood Study Update  
 City of Gainesville, Public Works Department (1987)  
 1997 City Limits Area: Flood Insurance Rate Maps  
 Federal Emergency Management Agency (1984, 1993)  
 1999-2000 Annexations  
 Draft 1999 Flood Insurance Rate Maps/Digital Version  
 Federal Emergency Management Agency (1999)

## City of Gainesville Gainesville, Florida



Prepared by the  
 Department of Community Development  
 November 2000



# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

## Wellfield Protection Zones

### Legend

- M** Murphree Treatment Plant
-  Wellfield Protection Zones
-  Zone Boundaries (Primary, Secondary, Tertiary)

**Notes:** Gainesville Regional Utilities is expanding the Murphree wellfield to meet anticipated demand in the 1990's.

Community Water System is defined as a public water system which serves at least 15 service connections used by year-round residents or regularly services at least 25 year-round connections.

(Rule 17-550.200(7), FAC).

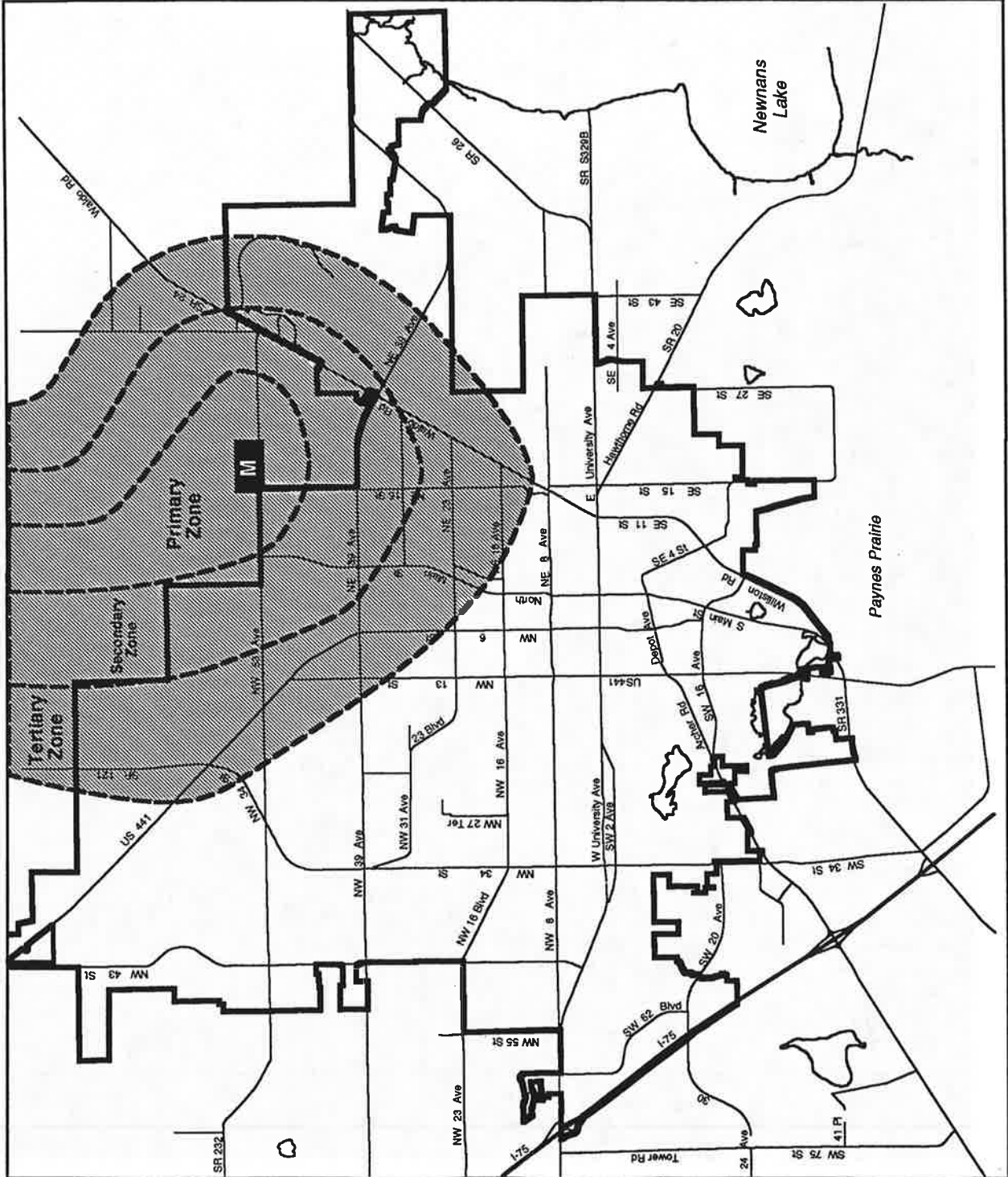
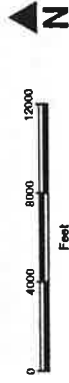
The Protection zones are not an exact reflection of the wellfields cone of depression.

These capture zones were delineated by using the EPTAC module of EPA's Wellfield Protection Area Mode prepared by SJRWMD.

**Source:** Alachua County  
Department of Environmental Protection  
May 2000

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
November 2000














# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

## Floridan Aquifer Recharge

### St. Johns River Water Management District

-  > 12 inches/year
-  8-12 inches/year
-  4-8 inches/year
-  0-4 inches/year
-  Discharge

### Suwannee River Water Management District

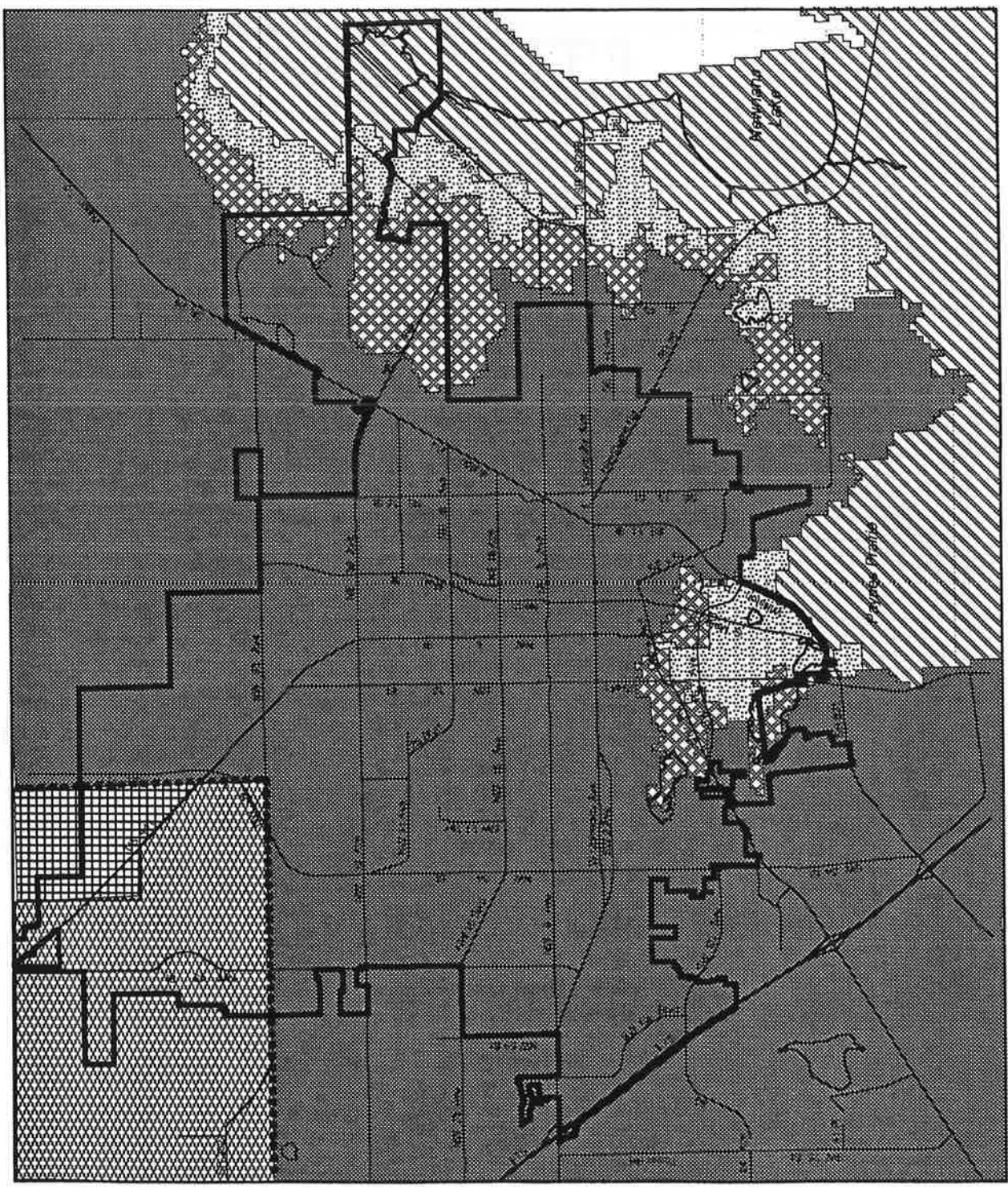
-  Moderate to High Recharge Potential
-  Moderate Recharge Potential
-  District Dividing Line
-  Gainesville City Limits

Notes: Methods for presenting recharge information varied between Districts and is reflected in the legend.

Date from SRWMD was not available for translations. Areas are approximate only. Date from SJRWMD is a digital translation of the District's files.

## City of Gainesville, Florida





Prepared by the Department of Community Development November 2000



# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

Creeks, Lakes, and Wetlands

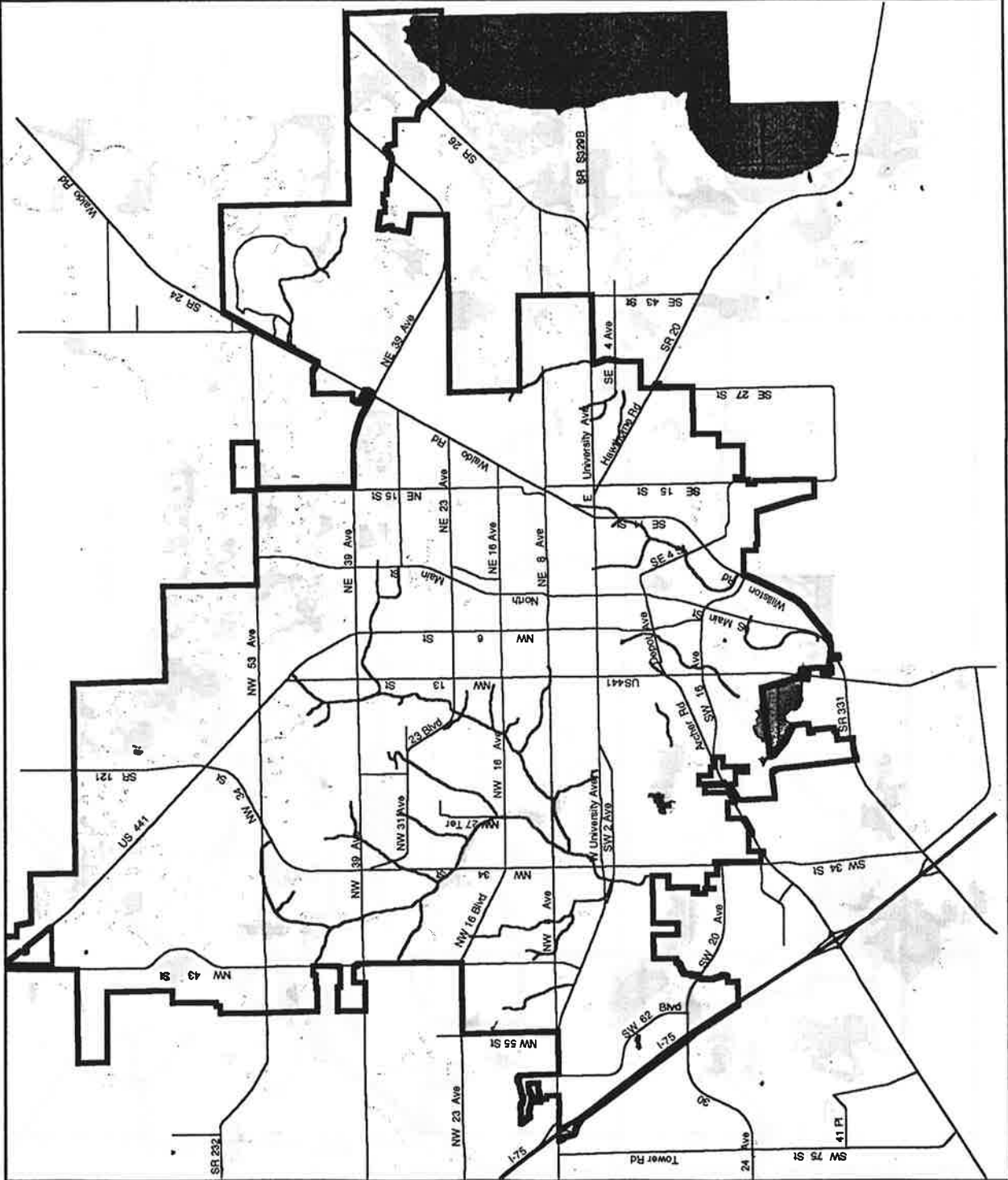
## Legend

-  Regulated Creeks
-  Wetlands
-  Lakes
-  Gainesville City Limits

Sources: Wetlands and Lakes: SURWMD digital files  
 Regulated Creeks: City of Gainesville,  
 Land Development Regulations

**City of Gainesville  
 Gainesville, Florida**

Prepared by the  
 Department of Community Development  
 November 2000





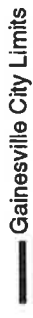
# ENVIRONMENTALLY SIGNIFICANT LAND & RESOURCES

Uplands

## Legend



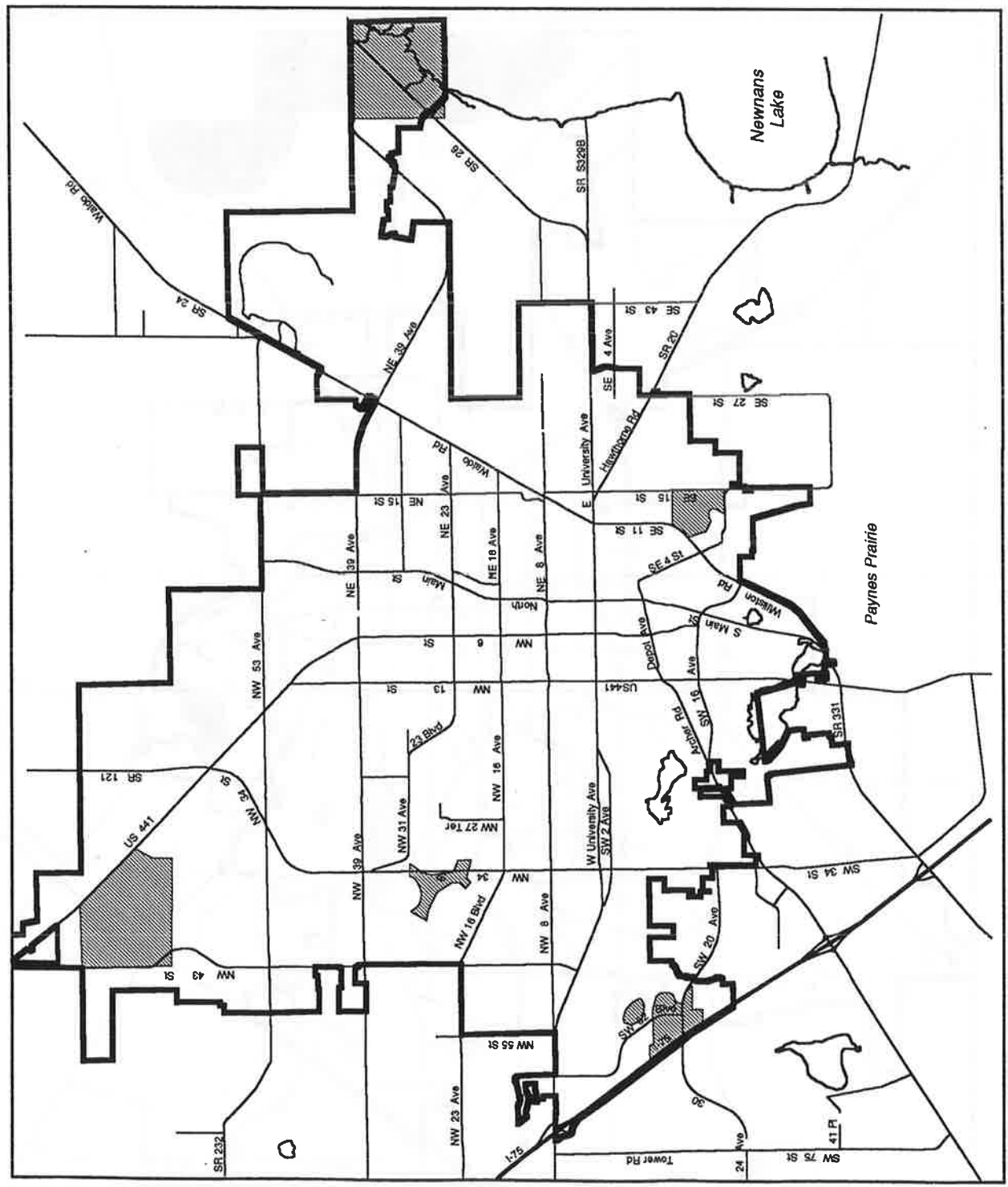
Uplands



Gainesville City Limits

# City of Gainesville Gainesville, Florida



Prepared by the  
Department of Community Development  
November 2000



# GENERAL SOIL ASSOCIATIONS

## Legend



Areas Dominated by Sandy Droughty Soils Not Subject to Flooding

-  Candler-Apopka association
-  Jonesville-Chiefland-Archer association



Areas Dominated by Well Drained Soils Not Subject to Flooding

-  Arredondo-Zuber association

Areas Dominated by Moderately Well to Poorly Drained Soils Not Subject to Flooding

-  Blythe-Flemington-Kanapaha association
-  Myakka-Wauchula-Placid association

Areas Dominated by Poorly and Very Poorly Drained Soils Subject to Flooding

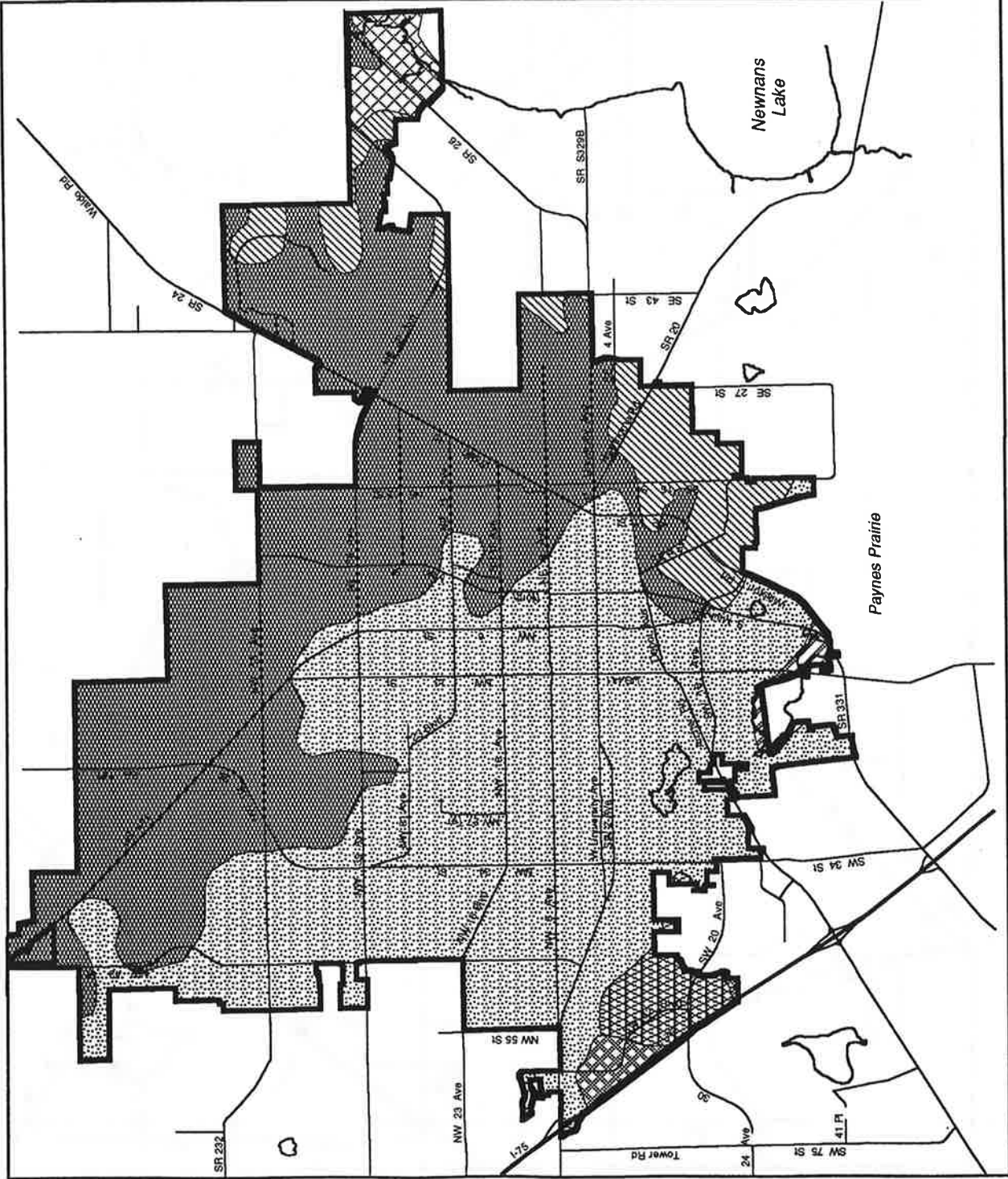
-  Mariel-Placid association
-  Fresh water swamp association

### Source:

Alachua County 201 Wastewater Facility Plan  
 Vol. 2, Chapters 8-10,  
 CH2M-Hill Southeast, Inc., p. 8-12  
 Soil Survey of Alachua County, Florida  
 USDA-SCS, 1985

## City of Gainesville, Florida

Prepared by the  
 Department of Community Development  
 November 2000



# COMMERCIAL EXCAVATION SITES

## Minerals

## Legend

### Natural Resource Excavation Sites

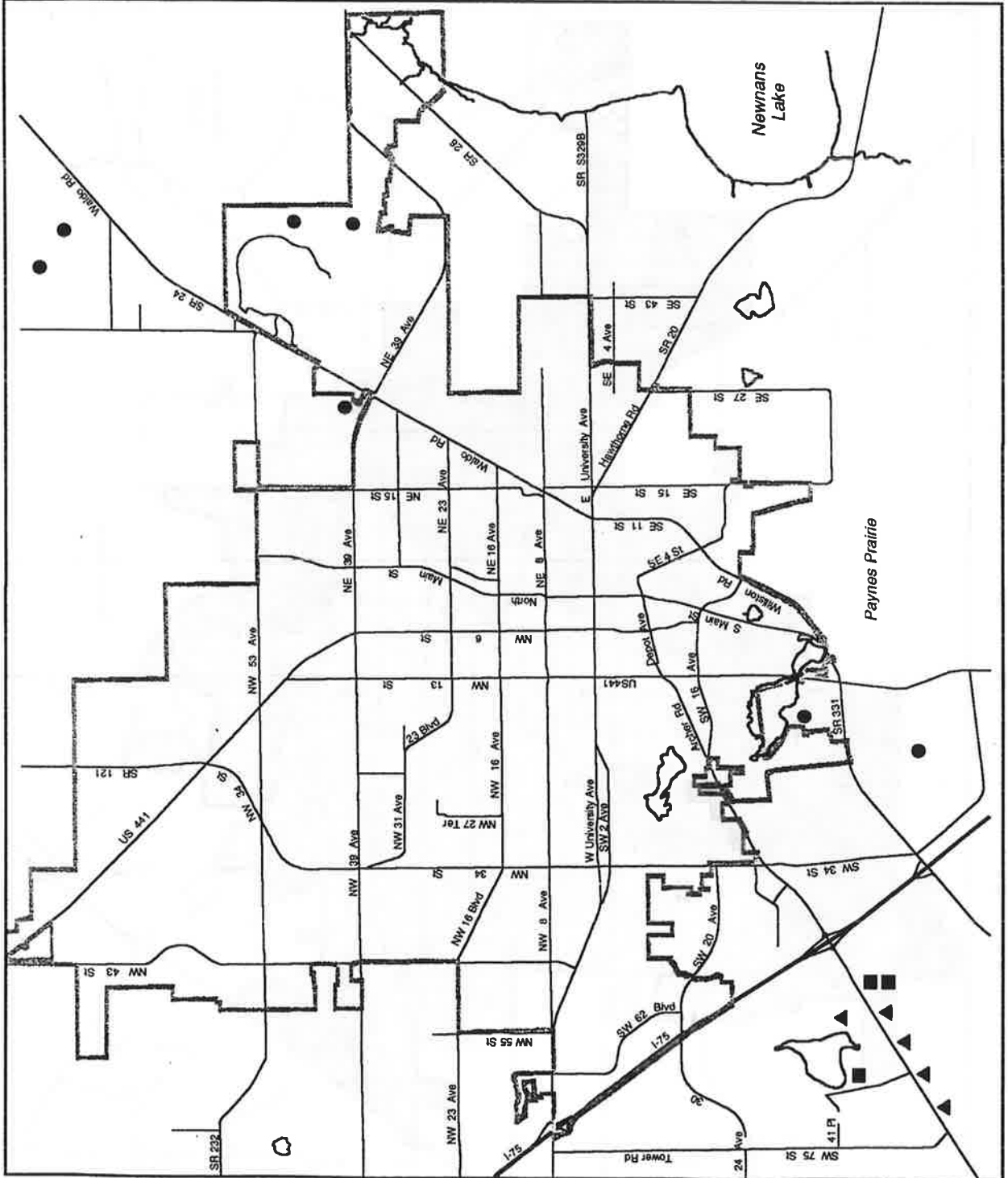
- Sand Pit
- Gravel Pit
- ▲ Quarries

### Gainesville City Limits

Source: USGS Topographic Maps for Gainesville East and West Gainesville, Florida, 1968, Photorevised 1981

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
November 2000



# SPECIAL AREA STUDY

Idylwild/Serenola



Idylwild/Serenola  
Special Area Study

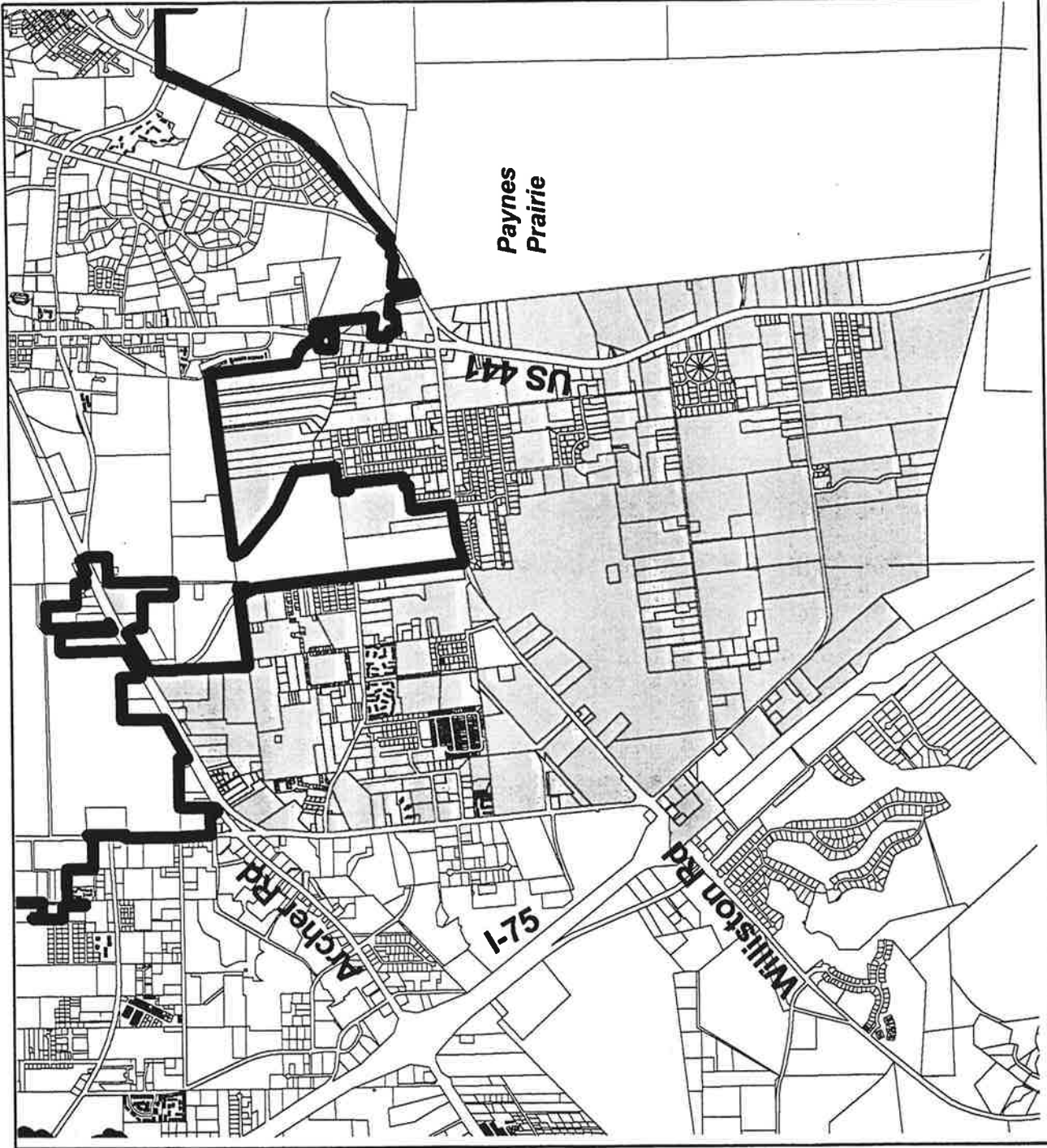


Gainesville City Limits

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

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
January 2001





**RECREATION ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Goal 1: Provide sufficient park acreage, facilities, and recreation programs efficiently and in close proximity to urbanized residential areas.**

**Objective 1.1**

The City shall maintain the minimum level of service (LOS) standards, park design standards and the Park and Facility Substitution Standards throughout the planning time frame.

**Policies**

- 1.1.1 The City shall maintain LOS standards adopted in Tables 1, and 2 the park design standards described in the Recreation Element and the Park and Facility Substitution Standards, Pages G8-G12, of the Recreation Element.
- 1.1.2 The City shall maintain a computer inventory of all recreation and open space sites with actual or potential public access. This inventory shall include acreages, facilities, and condition of facilities, surveys of actual usage and the most recent inventory dates.

- 1.1.3 By June 1992, the City shall adopt continue to use the criteria described by the "Land Acquisition" portion of the Recreation Element and use such criteria for prioritizing land acquisitions for parks. These criteria include:

**POPULATION DENSITY**

Parcels near high population densities;

**PROXIMITY TO EXISTING PARKS**

Parcels that are remote from existing parks;

**ACCESS TO ENVIRONMENTALLY SIGNIFICANT OPEN SPACE**

Parcels that improve public access to environmentally significant open space;

**TRAIL ACCESS**

Parcels that are served by an existing or potential recreational trail;

**GREENBELT VALUE**

Parcels that would serve as a component in a greenbelt system;

<p><b>CONNECTIVITY</b> *</p> <p><u>Parcels useful in connecting or extending the size of existing parks or open spaces;</u></p> <p><b>MULTIPLE USE</b> *</p> <p><u>Parcels able to provide active and passive forms of recreation, as well as conservation of natural resources;</u></p> <p><b>RARITY AND DIVERSITY</b> *</p> <p><u>Parcels that contain rare or diverse forms of environmental or historical features, or a combination of these features;</u></p> <p><b>ECOSYSTEM PRESERVATION</b> *</p> <p><u>Parcels necessary for preserving the integrity of an important ecosystem;</u></p> <p><b>COST</b> *</p> <p><u>Parcels that are relatively low in acquisition and maintenance cost;</u></p> <p><b>WILLINGNESS TO SELL</b> *</p> <p><u>Parcels with an owner willing to sell all or part of the rights to the parcel;</u></p> <p><b>DEVELOPMENT PRESSURE</b> *</p> <p><u>Parcels that are likely to be developed in the near future;</u></p> <p><b>JURISDICTION</b> *</p> <p><u>Parcels within or near the boundaries of the City; and</u></p> <p><b>ENVIRONMENTAL DEGRADATION</b> *</p> <p><u>Parcels able to accommodate recreation without degrading environmentally significant features</u></p>	<p>1.1.4 By June 1992, the City shall <u>continue to use the following criteria</u> described by the "Prioritizing Improvements for the CIP" portion of the Recreation Element, and use these criteria to rank recreation capital improvements within the Capital Improvements Element.</p>
<p><b>Degree of Deficiency:</b></p> <p>(A) <u>Largest Absolute Deficiency.</u> Those planning areas with the highest acreage or facility deficiency are prioritized.</p> <p>(B) <u>Lowest Current Level of Service.</u> Those planning areas with the lowest current level of service are prioritized. Implicit in both "A" and "B" is the need to prioritize urban area facilities before quadrant facilities.</p>	<p><b>Proximity to Similar Facilities:</b></p> <p><u>Those dysfunctional or deficient facilities which are at least one mile from the same type facilities are prioritized. This distance can include hazard-oriented barriers such as major roadways, as well as geographical distance.</u></p>



Program Dependency: Those dysfunctional or deficient facilities which are necessary for the provision of the largest number of needed recreation programs are prioritized. Includes pools, basketball courts and all parks.

Park Reclassification: Those dysfunctional or deficient facilities which enable the park to be reclassified to the next higher park type, in an instance where the higher park type is needed by the planning area, are prioritized.

Urban Area Deficiency: Urban area facilities that are deficient are prioritized. Urban area facilities include 50-meter pools, sports-complexes, and local nature parks.

Recent Park Acquisition: A new project at a park may be within the same planning area as another park of the same type. If this other park was acquired over the past three years, the new project is de-prioritized.

1.1.5 In instances where the City or new residential developments are unable to comply with Objective 1.1, compliance with the substitution system described by the "Park and Facility Substitution" portion of the Recreation Element shall be required. New residential developments may also pay a fee in lieu for the impact on, or demand created for, recreation facilities called for by Objective 1.1.

## Objective 1.2

**Establish mechanisms for the efficient design and maintenance of city-owned community, neighborhood, mini, sports-complex, and nature parks to maximize the enjoyment of such parks by park users.**

### Policies

1.2.1 By 1996, Site plans shall be developed for existing and proposed city-owned community, neighborhood, mini, sports-complex, and nature parks, in accordance with the park design standards described in Table 1 of the Recreation Element. These parks and their site plans shall be evaluated at least every five years thereafter. Review criteria shall include safety, traffic circulation, emergency communication and service, conservation or restoration of natural features, desires expressed by park users and nearby property owners, minimization of operation and maintenance costs, facility hazard or obsolescence, durability, minimization of liability due to accident, and multiple-use potential. The review shall be in accordance with adopted procedures for public review and suggestions. The review shall result in the filing of a report to the City Commission describing the improvements called for by the review and the estimated cost of the improvements. The City shall incorporate any approved capital improvements into the Capital Improvements Element for implementation.

- 1.2.2 By June 1992, The City shall continue to maintain all City recreation facilities shall be maintained in at least "poor" condition as defined in the "Condition of City Recreation Facilities" portion of the Recreation Element. The City shall incorporate the capital improvements necessary to attain this standard into the Capital Improvements Element for implementation.
- 1.2.3 By June 1992, New recreational facilities shall be constructed in accordance with standards described by the "Minimum Facility Design Standards" portion of the Recreation Element.

### Objective 1.3

Eliminate conflicts and maximize coordination among service providers in the planning and management of recreation and open space within the urban area to maximize efficiency and equity in the provision and funding of recreation services.

### Policies

- 1.3.1 By 1994-2004, the City shall prepare a report describing the feasibility of coordinating City and County recreation planning and management services for the urban area. If deemed feasible, such a coordination shall be implemented by 1995. The report shall be arranged and arranged coordinated with Alachua County.
- 1.3.2 By June 1992-2004, the City shall adopt and use criteria to evaluate requests for funding by outside agencies engaged in providing recreation services. The criteria shall include (1) assurance that such services do not duplicate services available elsewhere and (2) assurance that such services do not detract from the City's own recreation program. The City Commission shall refer all such requests to the Public Recreation Advisory Board for a recommendation prior to taking action on the funding request.
- 1.3.3 By 1996-2004, the City shall reach an inter-local agreement with SBAC to adopt efficient and effective liability policies for regarding public use of school facilities for recreational facilities purposes. The City Risk Management Department shall re-evaluate the agreement on an annual basis thereafter. Re-evaluation criteria shall include effect of new programs, facilities and recreational use characteristics on liability.
- 1.3.4 By 1993, the City shall prepare a report describing the opportunities for, and benefits of, membership in a county or region-wide self-insurance program. By 1994, such membership shall be established if deemed feasible.

1.3.4 The City shall seek the joint use of recreation facilities with other public providers such as the SBAC, Alachua County and the State of Florida, wherever possible, in order to minimize public investments needed to provide recreational facilities.

1.3.5 The City shall prepare contracts and cooperative agreements with semi-private and private entities to provide recreation facilities, maintenance and programs, particularly programs designed to meet the recreational needs of youth. Such agreements shall include private sponsorships, community service projects and establishment of a civilian conservation corps.

#### Objective 1.4

Disposal or sale of city-owned land or facilities shall not be detrimental to important recreational needs.

#### Policies

1.4.1 By 1994, Prior to the disposal of non-recreational city-owned land or facilities, the City shall prepare a report that evaluates the potential use of such land or facilities for recreation, and whether such land or facilities are needed to maintain or enhance the standards described in Objective 1.1.

1.4.2 By 1994, The City shall prepare a report for the City Manager recommending the disposal of, or adaptive reuse of recreation facilities or properties that are no longer serving recreational needs. Such a report shall be prepared by these departments at least every five years thereafter on a case by case basis.

1.4.3 Proceeds from the disposal or sale of any city-owned recreation and park properties shall be used for recreation and park infrastructure enhancements and improvements.

#### Objective 1.5

By 1994, The City shall continue adopt a user fee system for City recreation programs and facilities that shall favor those within the City recreation taxing district, residents and that shall not be an obstacle to low-income City residents.

Policies

- 1.5.1 Except in the context of a City-County cooperative agreement, softball, swimming, and other fee-based recreation and nature park programs shall be designed, administered and priced so as to give preference to City residents over non-city residents.

- 1.5.2 Certain specialized recreation facilities and programs used by a relatively small proportion of recreation users, such as golf courses and water theme parks, shall be provided and generally offered on a fee-for-service basis aimed at financial self-sufficiency.

- 1.5.3 The City shall establish fee waiver reductions to ensure that lower income City residents/youth are not deprived of recreation services because of financial limitations.

- 1.5.4 The City shall provide recreational facilities that go beyond adopted LOS standards, but only if such opportunities will not detract from the attainment of Objective 1.1.

Objective 1.6

Improve access to parks for all categories of users.

Policies

- 1.6.1 By 1994-2002, all City community parks shall provide bicycle and pedestrian access meeting Traffic Engineering standards for at least a one-mile distance along all arterials that serve the parks, except where right-of-way does not exist along such arterials. When justified by transit demand estimates, each community park shall also be regularly served by the City bus system.

- 1.6.2 By 1993, pedestrian and bicycle transportation corridors remote or separate from roads shall be provided by both the City and private developers to maximize transportation connections between parks, schools, major work and shopping locations, and residential areas. This shall include adoption of The City shall continue to utilize Land Development Regulations requiring the provision of public trails that pass through or are adjacent to new developments. In addition, by 1992 the City shall complete an inventory of publicly owned (but undeveloped) dedicated road rights-of-way. By 1995, the City shall complete a feasibility study regarding the recreational use of such rights-of-way continue to study the feasibility of using publicly owned (but undeveloped) dedicated road rights-of-way for recreational use.

- 1.6.3 Safe access to parks shall be incorporated into park construction and road improvement projects through City Land Development Regulations that minimize the need to use or cross major roads at grade.
- 1.6.4 By 1995, All community and neighborhood parks shall continue to be designed to provide recreational facilities, programs, and access to the handicapped/disabled, elderly and other individuals with physical limitations.

### Objective 1.7

The development of recreation programs for youth is the most important recreational priority. Given this, the City shall establish youth recreation programs sufficient to meet the unmet needs for such programs by city youth.

#### Policies

- 1.7.1 By June 1995, The City shall continue to, in coordination with the University of Florida and SBAC, shall develop a recreational tutorial after-school program for elementary and middle school-aged city youth.
- 1.7.2 The City shall establish contracts and cooperative agreements, as described in Policy 1.3.5, for the improvement of youth recreation programs.
- 1.7.3 To meet the needs of pre-school and school-aged children, the City shall design programs that are designed to accommodate the typical work schedules of parents.

### Objective 1.8

The City shall strive to provide funding to maintain or exceed the minimum level of service standards and create a sustainable economic base for recreation by the year 2010.

#### Policies

- 1.8.1 The City shall continue to coordinate with Alachua County in implementing the Countywide Recreation Master Plan.
- 1.8.2 The City shall continue to seek monies from a wide variety of funding sources including grants and joint public-private partnerships.
- 1.8.3 The City shall seek various funding sources including, but not limited to, general bond issues, recreation impact fees, utility fee transfers and recreation park tax districts.

**Goal 2: Establish a park and open space system which ensures the visibility of, preservation of, and access to environmentally significant open spaces of the urban area.**

**Objective 2.1**

A trail greenway network, as described by the "Development of Recreational Greenways" portion of the Recreation Element, shall be established by the acquisition and development of proposed and existing parks in a manner that promotes the establishment of such a network. The trail greenway network should include paved and unpaved trails along water bodies, utility corridors, and rail corridors that link environmentally significant natural areas, parks, neighborhoods, schools, shopping areas, cultural centers and job centers to each other and which provide safe and pleasant public access for all citizens, including seniors, children, and the disabled.

**Policies**

- 2.1.1 ~~By June 1992, in acquiring parks, The City shall continue to use the criteria described in Policy 1.1.3 to prioritize sites that can be integrated into the trail greenway network identified in Objective 2.1.~~
- 2.1.2 ~~By June 1992, The City shall adopt continue to enforce Land Development Regulations that promote the establishment of the trail greenway network described in Objective 2.1. Private developments falling within the network shall be required to promote the linear integrity of the network.~~
- 2.1.3 ~~By 1996, The City shall continue to develop public access trails or boardwalks along publicly owned segments of Hogtown Creek.~~
- 2.1.4 Where possible, provide barrier-free public access to all recreation and nature sites through the provision of handicapped parking and access.
- 2.1.5 Trailheads and associated facilities such as automobile and bicycle parking, comfort stations and handicapped facilities should be provided at strategic conjunctions of two or more greenways.
- 2.1.6 When acquiring lands for trails greenways, priority shall be given to parcels, which facilitate the connection of two or more trails.

**Objective 2.2**

Acquire, design and manage parks to preserve existing natural features and their functions as described by the "Environmental Management of Public Parks & Open Spaces" portion of the Conservation, Open Space and Groundwater Recharge Element.

Policies

2.2.1 ~~By June 1992~~, The City shall continue to use ~~adopt~~ the park acquisition criteria described in Policy 1.1.3 in order to place a high priority on restoring and preserving significant natural features.

2.2.2 ~~By 1994~~, The City shall continue to use ~~adopt~~ policies based on the "Environmental Management of Public Parks & Open Spaces" portion of the Conservation, Open Space, and Groundwater Recharge Element in order to preserve the natural features of existing City parks.

2.2.3 ~~By June 1992~~, The City shall continue to use ~~adopt~~ Land and Development Regulations based on the "Environmental Management of Public Parks & Open Spaces" portion of the Conservation, Open Space and Groundwater Recharge Element to maintain the integrity of parks by protecting existing parks from undesirable encroachments such as incompatible land uses, visual disamenities, and noise.

**Goal 3: Provide for citizen input in order to determine community desires and devise specific neighborhood-oriented plans for recreation.**

**Objective 3.1**

Develop programs that increase citizen awareness of urban area natural features and parks and that obtain citizen input on current and future recreational needs.

Policies

3.1.1 ~~By June 1992~~, The City shall continue to conduct ongoing communication of recreation information to the community through publications, presentations, workshops and media exposure.



- 3.1.2 By June 1992 2004, the Public Recreation Advisory Board and the Nature Centers Commission shall submit an annual report to the City Commission prior to the annual update of the capital improvements program and as described by the "Monitoring, Reevaluation, and Public Input" portion of the Recreation Element. The report shall assess progress toward implementation of this Element and make recommendations for the coming fiscal year.
- 3.1.3 By June 1992, the Recreation and Parks Department shall establish a monitoring system for individual parks, as described by the "Monitoring, Reevaluation, and Public Input" portion of the Recreation Element, to assess facility and program support by park users.

### Objective 3.2

#### Develop recreation plans consistent with neighborhood desires for each City quadrant.

#### Policies

- 3.2.1 Minimum LOS standards described in Objective 1.1 shall be adapted to meet the needs and desires of the residents of affected neighborhoods. This shall be attained, in part, by using the facility substitution criteria as described by the "Facility Substitution" portion of the Recreation Element.

- 3.2.2 By June 1992, The Recreation and Parks Department, in coordination with the Department of Cultural and Nature Operations, shall continue to use two-way communication tools including park user surveys, "hot lines," design charrettes and public hearings to design parks and programs meeting the needs of park users.

**Table 1. Service Level Standards for Parks and Facilities**

FACILITY	2000 LOS STANDARD	CURRENT LOS <sup>1</sup>
Swim Pool (50 M)	1 per 85,000	1 per 50,702
Swim Pool (25 Yd) <sup>3</sup>	1 per 75,000	1 per 33,802
Softball Field (adult)	1 per 14,000	1 per 8,450
Soccer Field	1 per 11,000	1 per 7,800
Trail/Linear Corridor/Greenway	1 mi per 4,500	1 mi per 3,900
Basketball Court	1 per 4,500	1 per 4,507
Tennis Court	1 per 6,000	1 per 4,609
Racquetball Court	1 per 12,000	1 per 7,243
Equipped play area	1 per 10,000	1 per 3,900

PARK <sup>2</sup>	2000 LOS STANDARD	CURRENT LOS
Local Nature/Conserv	6.00 ac	17.02 acres
Sports Complex	0.50 ac	1.01 acres
Community Park <sup>3</sup>	2.00 ac	2.27 acres
Neighborhood Park	0.80 ac	1.51 acres
Total Acres Per 1000	9.30 ac	11.01 acres

NOTES:

<sup>1</sup> Standards for local nature park, sports complex, and 50-meter pool facilities apply urban area wide. Standards for community park, 25-yard pool, softball, soccer, trail, neighborhood park, basketball, tennis, and racquetball facilities apply urban area wide in 1991, and quadrant by quadrant in 1997.

<sup>2</sup> Current LOS is based on 1999 City 1989 urban area population and facilities.

<sup>3</sup> Southwest quadrant is exempt from community park and 25-yard pool standards through 2001.

<sup>4</sup> Park standards are in acres per 1,000 people.

SOURCE: City of Gainesville, Department of Community Development, December 1999 May 2000.

<sup>5</sup> Refer to "Variations in Level of Service Standards" section for more information.

**Table 1. Park Design and Function Standards**

**Mini-Parks**

Small recreation areas within relatively high-density residential areas. Include benches, child play areas, shade trees, and picnic facilities. Size is one-quarter acre to five acres. Service radius is 1/4 mile. Access is by local streets, with facilities for pedestrians and bicycles. An example is A.N.N.E. Roper Park, located in the 400 block of N.E. 2nd Street. There is no LOS standard for this park type.

**Neighborhood Parks**

Moderately-sized recreation areas located to provide convenient access (no more than 1/2 mile) from neighborhoods served. Include tennis courts, racquetball courts, shade trees, picnic facilities, child play areas, and a limited number of soccer and baseball fields. Size ranges from 5 to 20 acres, although the presence of certain types of facilities may classify certain sites less than 5 acres as neighborhood parks. (These smaller sites must provide at least two facilities of different types from the following list: basketball courts, tennis courts, racquetball courts, baseball/softball fields, gymnasium or recreation center, and soccer fields.) Service radius is 1/2 mile. Access is by local streets, with facilities for pedestrians and bicycles. An example is Woodlawn Woodland Park.

**Community Parks**

"Intensive-use", activity-based recreation areas which serve an entire planning geographic quadrant. Include a wide range and large concentration of facilities: lighted tennis courts, racquetball courts, soccer and baseball fields, a swimming pool, off-street parking, playgrounds, and picnic facilities. Sites 20 acres or larger are classified as "undeveloped" if the site does not contain at least two different types of these facilities. If LOS standards require community park acres, but the quadrant is not deficient in any of these facilities, the following facilities may be substituted: basketball courts, tennis courts, or racquetball courts. Size ranges from 20 to 100 acres, although certain types of facilities may classify certain sites less than 20 acres as community parks. (Parks between 10-20 acres can be classified as a community park if at least two different types of the following facilities are provided: baseball/softball fields, swimming pool, gymnasium, recreation center, and/or soccer or football fields.) Service radius is 1 1/2 miles or the planning quadrant. Access is by collector or arterial streets, with facilities for pedestrians, bicycles, autos, and buses. An example is Westside Park.

### Sports Complex Parks

"Intensive-use" recreation areas which provide a concentration of facilities for leagues and tournaments. One or more of the following facilities are necessary but not necessarily sufficient to classify a site as a "sports complex": (1) at least four adult-size or youth-size baseball/softball fields; (2) at least six regulation-size soccer fields; (3) a professional or semi-professional sports stadium; (4) a combination of at least one gymnasium, four tennis courts, and four racquetball courts; and/or (5) a region-serving water theme park. Size ranges from 15 to 100 acres. Service radius is urban area-wide. Access is by arterial streets, with facilities for bicycles, autos, and buses. There are no examples in Gainesville as of June 1990. May 2000, although the City had recently acquired acreage adjacent to Boulware Springs that was planned to be developed as a sports complex.

### Local Nature Parks

Moderately-sized, resource-based parks which offer physical or visual access to environmentally significant open spaces. Such parks include trails, benches, picnic facilities, boardwalks, and exhibits. Size is generally less than 100 acres. (All resource-based parks owned by the city or county are designated local nature parks, regardless of size.) Service radius is urban area-wide. Access is variable. Motorized vehicles are prohibited from pedestrian/bicycle corridors. Examples are Morningside and Bivens Arm Nature Parks. Public properties containing environmentally significant features that have not been developed to accommodate passive recreation are known as "conservation areas."

### Regional Nature Parks

Regionally important natural areas which preserve, conserve, restore, and enhance large and significant natural or cultural resources, and offer important environmental education benefits to the community. Can include boardwalks, exhibits, observation decks, a nature center, and picnic/camping facilities. Size is at least 100 acres. (All nature parks owned by the state or water management district are designated regional nature parks, regardless of size.) Service radius is 30 to 45 miles or urban area-wide. Access facilities for bicycles, autos, and buses. An example is Payne's Prairie State Preserve. There is no LOS standard for this park type.

### Linear Corridors

Provide a recreational travel corridor or "greenway" for such users as bicyclists, hikers, horseback riders, canoeists, and joggers. Typically a narrow strip of land developed along a creek, or along a utility or abandoned railroad right-of-way. Often link parks, schools, commercial or residential areas, and natural features to each other. While staging areas typically provide auto parking, the corridors themselves allow only non-motorized travel. Examples are the proposed Gainesville-to-Hawthorne Rail Trail, and the Depot Avenue Rail Trail. Service radius is urban area-wide if owned by the state, and quadrant-wide if owned by the City or County.

### Special-Use Parks

Provide unique or unusual facilities for specialized recreational users. Support facilities dependent on the primary purpose of the park. An example is the Thomas Center. There is no LOS standard for this park type.

SOURCE: City of Gainesville, Department of Community Development, June 1990, April 2000.

## Park and Facility Substitution

It is possible that a LOS standard for a recreational facility will result in facility deficiencies in certain ~~planning areas~~, which do not have vacant land sufficient to accommodate such a facility. For example, a quadrant may need 15 acres of neighborhood park, 3 tennis courts and 2 racquetball courts. However, this hypothetical quadrant may contain an insufficient amount of vacant land to accommodate a new neighborhood park.

In addition, socioeconomic and age differences between ~~neighborhoods~~ ~~planning areas~~ often mean differences in recreational facility preferences between neighborhoods ~~planning areas~~. For example, a neighborhood may prefer 4 tennis courts, rather than the 2 tennis courts and 2 basketball courts called for by the LOS standards (or they may prefer a passive park rather than an active park).

Both of the above problems indicate a need for a mechanism to increase the flexibility of LOS standards without abandoning the benefits of such quantitative standards. There are two broad areas of flexibility:

### PARK SUBSTITUTION

Used when needed park land is unavailable in a ~~quadrant neighborhood~~, or when residents prefer a type of park other than a neighborhood park.

### FACILITY SUBSTITUTION

Used when a determination is made that residents of one or several neighborhoods prefer recreational facility improvements that differ from what is called for by LOS standards.

### Park Substitution

In certain ~~quadrant neighborhoods~~, a determination may be made that the area does not contain acreage suitable and available for a new neighborhood park.

In the event that a ~~quadrant neighborhood~~ does not contain suitable and available land for a new neighborhood park, or when residents desire another park type, the following alternatives are considered sufficient to meet neighborhood park acreage needs within a ~~quadrant the area~~:

### \* Nature Center

One center for every 10 acres of neighborhood park.

### \* Recreation (or Cultural) Center

One center for every 10 acres of neighborhood park and 16 facility units (see below for discussion of units).

\* Mini-Park  
1.5 acres of mini-park for every acre of neighborhood park.

\* Botanical (or Vegetable) Garden  
1.5 acres of garden for every acre of neighborhood park deficiency.

\* Local Nature Park  
One acre of nature park for every acre of neighborhood park deficiency.  
However, nature park must contain at least one acre of land outside of  
floodprone areas and suitable for development as determined by the City  
Manager or designee.

### Facility Substitution

There are instances where LOS standards will indicate a deficiency for certain recreational facilities, yet the quadrant may not have the acreage or desire by its population to accommodate the new facilities. These are instances where:

\* The ~~quadrant~~ neighborhood does not have enough unused space at existing parks to accommodate facility deficiencies, yet meets park acreage standards;

\* The ~~quadrant~~ neighborhood does not have suitable and available vacant acreage to acquire for siting the new facilities; or

\* One or several neighborhoods to be served by a new neighborhood park express a desire to be served by facilities other than those called for by the Recreation Element.

The following alternatives are considered sufficient to meet facility deficiencies within a quadrant:

\* The construction of the needed facility at an SBAC school within the deficient quadrant, and appropriate joint-use agreements secured by the City from SBAC;

\* Developing a joint agreement between the City and SBAC for increased public access to existing school facilities within the deficient quadrant; or

\* Basketball, tennis and racquetball court deficiencies exchanged for different facilities (for example, two volleyball courts may be preferred over 2 tennis courts). Neighborhoods can also request a different mix of these three facilities. (For example, 2 tennis courts and 2 racquetball courts may be preferred over 4 basketball courts.)



For neighborhoods seeking different types or mixes of facilities not called for by the Recreation Element, the list of facilities below can be substituted. Each facility is assigned a "substitution unit" based on the relative cost to build the facility. (One unit is worth approximately \$25,000.)

<u>Facility</u>	<u>Substitution Units</u>
Basketball Court.....	0.5
Tennis Court.....	1.0
Racquetball Court.....	1.0
Volleyball Court.....	0.2
Picnic/Pavilion/Playground.....	0.8
Mulched Trail (1 mile).....	0.2
Interpretive Pavilion.....	1.0
Recreation Center.....	20.0
Boardwalk Trail (1/2 mile).....	4.8
Picnic Area.....	0.4



**HOUSING ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**OVERALL GOAL: MAKE AVAILABLE CONDITIONS THAT ENCOURAGE A SUFFICIENT SUPPLY OF ADEQUATE, DECENT, SAFE, AND SANITARY, HEALTHY AND COST-EFFECTIVE RENTAL AND OWNER-OCCUPIED HOUSING FOR ALL CURRENT AND FUTURE INCOME GROUPS.**

**GOAL 1: ASSIST THE PRIVATE AND NON-PROFIT HOUSING SECTOR IN PROVIDING HOUSING FOR LOW-INCOME, VERY LOW-INCOME AND EXTREMELY LOW-INCOME HOUSEHOLDS BY THE YEAR 2004 2010.**

**Objective 1.1**

**Provide technical assistance and information on available city-owned parcels for low-income, very low-income and extremely low-income housing developments to private or non-profit housing providers who request housing assistance.**

**Policies**

1.1.1 The City shall continue to develop a working relationship or partnership with the private sector by disseminating information in the form of a brochures annually on new housing techniques involving innovative ways to save energy and water, utilize alternative building materials, better protect indoor air quality and encourage cost-effective construction techniques. Brochures on codes and grants available for low-income housing projects to facilitate the production of affordable housing for low-income, very low-income and extremely low-income residents (e.g., Porters Oaks) will also be made available.

1.1.2 The City shall provide available city-owned parcels to private and non-profit housing developers for the development of affordable housing for low-income, very low-income and extremely low-income households.

1.1.3 The City shall provide 35 acres located in continue to develop the city-owned Cedar Grove II Subdivision for a joint venture development with a housing developers providing a feasible housing development proposal for constructing affordable single-family residential units, on this site.

1.2.3 The City shall allow manufactured housing built to the Standard Building Code in residential areas as designated on the Future Land Use Map.

1.2.2 The City shall allow mobile home parks in areas designated Residential-Low on the Future Land Use Map.

1.2.1 The Department of Community Development through the First Step Program shall continue to assist private and non-profit housing developers in identifying sites for low-income, very low-income and extremely low-income housing and manufactured housing.

Policies

**Provide a variety of housing types and densities for low-income, very low-income, extremely low-income and moderate-income people.**

**Objective 1.2**

1.1.8 The City shall continue to implement the Fast Track permitting process, which can reduce the time that applications for new residential, residential additions and residential interior remodeling spend in the review process.

1.1.7 Lobby the State Legislature for broad based sources of recurring revenue to provide funds to pay for the construction of new housing units for low-income, very low-income and extremely low-income households.

1.1.6 Housing programs and projects, where feasible, shall be coordinated with Alachua County, and the Housing Authorities and any other groups involved in providing affordable housing.

1.1.6 The City through the Future Land Use Element shall designate land for high-density residential uses near UF to encourage housing opportunities for students, faculty and employees.

1.1.5 The University of Florida (UF) and the private sector shall be responsible for providing housing for college students.

1.1.4 The City shall review and evaluate zoning and other regulations that pertain to housing to insure that requirements are continue to be reasonable and do not unduly limit opportunities for lower income groups to secure housing in desirable locations, and shall implement any needed changes in the Land Development Regulations one year after transmittal of the Comprehensive Plan.

1.2.4 The City shall implement and promote the opportunity for zero lot line and cluster subdivisions as incentives for low-income, very low-income and extremely low-income housing.

1.2.5 The City shall support the dispersal of low-income, very low-income and extremely low-income housing units throughout the City by providing housing densities throughout the City that will allow low-income, very low-income and extremely low-income housing to be provided by the private sector. The City shall use Community Development Block Grant Funds and Section 8 Programs, the Home Investment Partnerships Grant (HOME) and State Housing Initiative Program (S.H.I.P.), as well as not-for-profit organizations in the State, to support the dispersal of low-income housing units throughout the City.

1.2.6 By June 1992, the City shall adopt Land Development Regulations that allow accessory units (residential second units) in residential areas in an effort to expand the number of affordable housing units.

1.2.6 The City shall coordinate with Alachua County on the development of a countywide "fair share" housing ordinance for the dispersal of affordable housing units.

### Objective 1.3

The City shall allocate sufficient acreage in appropriate locations to meet the housing needs of the City's residents.

### Policies

1.3.1 The Land Use Element shall designate land for residential use to meet the existing and projected future housing needs through the year 2010, including low-income, very low-income and extremely low-income and moderate-income housing and mobile homes.

### Objective 1.4

The City shall work with private homeowners and landlords to rehabilitate 1,884 861 substandard housing units and to demolish 339 all dilapidated housing units by the year 2010 to ensure that all housing units within the City meet the City's Minimum Housing Code.

Policies

1.4.1 The City shall continue to enforce the Minimum Housing Code by working with private homeowners and landlords to rehabilitate at a minimum 82 standard units and to deconstruct or demolish at least 33 dilapidated units annually until all housing units are brought up to code.

1.4.2 The City shall inspect at least 1,200 housing units a year, target neighborhoods for the Housing Inspection Program each year and complete a housing condition windshield survey of the City's entire housing stock every 4 years continue to inspect dangerous buildings, regardless of location, to ensure that all housing units within the City meet the City's Minimum Housing Code.

1.4.3 The City shall spend Community Development Block Grant (CDBG) and HOME funds in accordance with an adopted multi-year plan (the Consolidated Plan).  
1.4.4 By 1995 2005, the City shall conduct a housing conditions survey of all rental housing units annexed by the City under City Ordinance Nos. 3768, 3769, and 3865 within the University Context Area.

Objective 1.5

The City shall work with architects, designers and other housing professionals (providers) to encourage the innovative design of affordable housing.

Policies

1.5.1 By 2001, the Traditional Neighborhood Development District (TND) will offer opportunities for innovative and creative design for all development within the district, including affordable housing.

1.5.2 The City shall continue to seek innovative ways to encourage affordable housing which could include use of alternative building materials, reduced lot size requirements, design competitions for affordable housing and a design advisory committee to advise housing providers on the development of affordable housing designs.

**GOAL 2: PROVIDE ALL RESIDENTS OF THE CITY OF GAINESVILLE  
WITH A FAIR HOUSING OPPORTUNITY.**

**Objective 2.1**

Provide fair housing opportunities for all residents of Gainesville, regardless of race, religion, sex, age, handicap, family status or national origin.

Policies

2.1.1 The City shall continue to implement the provisions of the Gainesville Area Fair Housing Study its Fair Housing Affirmative Action Plan.

**Objective 2.2**

Provide sufficient opportunity for the siting of group homes, foster care facilities, shelters for the homeless and elderly housing.

Policies

2.2.1 By June 1992, the City shall improve the development process and improve continue to comply coordination with the State Department of Children and Families Health and Rehabilitative Services by adopting Land Development Regulations that will provide regulations concerning the provision of information on requirements and procedures for siting group homes and foster care facilities.

2.2.2 The City shall continue to allow foster family homes for children and adults, adult day care homes and family day care homes in all residential districts.

2.2.3 Realizing the need for appropriate sites in dispersed locations for group home facilities, the City shall adopt Land Development Regulations by 1992 that continue to provide siting guidelines and requirements that are consistent with the site selection provisions of s.419.001, F.S. for units licensed by the Florida Department of Children and Families Health and Rehabilitative Services. Such guidelines shall ensure adequate dispersal throughout the community.

2.2.4 The City shall adopt continue to have Land Development Regulations that designate areas throughout the City where housing for the homeless will be allowed. Some criteria for such designations include proximity to public transportation routes, social service agencies, employment centers, medical services, and potential impact on existing and future neighborhoods and businesses.





3.5.2 The City through its Community Development Committee shall develop recommendations on increasing the desirability of owner-occupancy in the University Context Area.

**GOAL 4: ENSURE HOUSING DEVELOPMENT DOES NOT NEGATIVELY AFFECT THE GAINESVILLE ENVIRONMENT.**

**Objective 4.1**

~~By 1992, the City shall adopt continue to have Land Development Regulations which that ensure that new housing developments, preserve on-site environmental features and conserve environmental resources.~~

**Policies**

4.1.1 The City shall encourage infill housing and cluster subdivisions in order to protect environmentally sensitive lands and to promote energy conservation.

4.1.2 The City shall adopt continue to have Land Development Regulations that guide the siting, building orientation and landscaping of new housing developments to promote energy and water conservation, to ensure compatibility with the surrounding area, and to minimize impacts on the environment, and to enhance visual appeal.



3.1.5 The City shall facilitate communication and dialogue with neighborhood groups regarding proposed developments in and around their neighborhoods.

3.1.65 Local Non-profit agencies, such as the Neighborhood Housing Services and Development Corporation (NHDC), that work to preserve and rehabilitate neighborhood housing stock shall have the major role in complement the City Housing Division as the major entity in preventing the decline of extremely low, very low, low and moderate-income neighborhoods.

3.1.76 The City shall continue to coordinate with and fund the efforts of non-profit agencies, such as the Neighborhood Housing Services and Development Corporation and the Community Action Agency, to provide assistance for housing conservation and rehabilitation in very low-income and redevelopment areas of the City.

3.1.87 By 1996, the City shall have a computerized housing database to provide housing information and to monitor trends and changes. The City shall update the Data and Analysis section of the Housing Element for the 2000-2010 Comprehensive Plan no later than 18 months after publication of the 2000 census housing data.

3.1.98 Realizing the connection between economic stability and the preservation of affordable housing, the City, through technical assistance and loan programs for economic development, shall continue to provide economic development help assistance to low-income areas in order to create and retain jobs and to enhance and preserve surrounding neighborhoods.

3.1.10 The City shall study the feasibility of an in-town housing program that would utilize pre-approved housing designs that are appropriate for specific locations where affordable housing should be encouraged. The approved plans and associated building permits would be fully processed and made available to builders who want to use them, to reduce costs and delays.

Objective 3.2

Assist 100 low-income, very low-income and extremely low-income households each year with the maintenance and repairs of owner-occupied units.

Policies

3.2.1 The City shall continue to make available to all residents, especially low-income, very low-income and extremely low-income households, a do-it-yourself manual on routine home repairs, maintenance and yard care.

3.2.2 The City shall designate CDBG funds for homeowner rehabilitation grants or revolving loan funds to assist 100 low-income, very low-income and extremely low-income households.

**Objective 3.3**

Assist 50 75 low-income, very low-income, extremely low-income and moderate-income households each year in locating and affording existing low-cost rental and owner-occupied housing.

Policies

3.3.1 The City Housing Division shall continue to act as should develop or help non-profit agencies develop a housing information and referral service for first-time homebuyers and renters by 1993.

3.3.2 The City shall seek funds from both the State and Federal government in order to provide financial assistance to first time low-income, very low-income and extremely low-income homebuyers.

**Objective 3.4**

The City shall assist all residents displaced by redevelopment activities involving Federal, State or local government funds.

Policies

3.4.1 The City shall assist all displaced persons by complying with regulations stated in the Uniform Relocation Act and the City of Gainesville Local Relocation Policy and Procedures.

**Objective 3.5**

The City shall develop strategies to increase the level of owner-occupancy in the University Context Area.

Policies

3.5.1 The City shall coordinate with the University of Florida to explore the possibility of developing an owner-occupancy incentive program to encourage employees and faculty to purchase homes in the University Context Area.

D R A F T

ATTACHMENT A  
HISTORIC PRESERVATION ELEMENT  
GOALS, OBJECTIVE AND POLICIES

GOAL 1 PRESERVE, PROTECT, ENHANCE AND SUPPORT THE  
HISTORIC, ARCHAEOLOGICAL AND CULTURAL RESOURCES  
WITHIN THE CITY OF GAINESVILLE.

Objective 1.1

By 1996, The City shall continue to update the historic, archaeological and cultural  
resource base survey.

1.1.1 The City shall conduct a citywide survey of historic resources using the Historic  
Site Data Sheet prepared by the Department of Community Development.

1.1.1 The City shall continue to expand its inventory of historic properties by preparing  
new Florida Site Files for previously undocumented properties and updating  
existing site files for properties that have undergone alterations or demolitions.

1.1.2 The City shall conduct a survey of undisturbed identify archaeologically sensitive  
areas sites within the City of Gainesville.

1.1.3 The City shall prepare an Evaluation and Appraisal Report of the Historic  
Preservation Element every five years.

1.1.4 The City shall update and maintain its inventory of facilities and arts  
organizations on an annual basis.

1.1.3 The City shall coordinate with groups that are surveying and identifying  
cemeteries in Gainesville.

Objective 1.2

The City shall increase the number of historic resources listed in the Local or  
National Register of Historic Places.

1.2.1 The City shall continue to study and re-evaluate the levels of significance of  
potential historic districts for listing in the Local or National Register of Historic  
Places by the year 1996.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42

**D R A F T**

3-26-01

1 The City shall continue to evaluate the eligibility of individual historic resources  
2 for listing in the Local or National Register of Historic Places on an ongoing  
3 annual basis.

4

5 1.2.3 By 2003, the City shall survey and nominate to the National Register of Historic  
6 Places Gainesville's "native stone" buildings.

7

8 **Objective 1.3**

9

10 The City shall reduce the number of historic resources in need of stabilization and  
11 rehabilitation on an annual basis.

12

13 1.3.1 By June 1992, The City shall continue to study and, where necessary, amend its  
14 land development regulations to include incentives that encourage historic  
15 preservation. These may include the following:

16

17 a. Property tax incentives;

18

19 b. Fifty percent reduction in permit application fees;

20

21 c. Increased flexibility in modifying setback, parking and other requirements;

22

23 d. Use of transfer of development rights;

24

25 e. Use of eminent domain to acquire abandoned and neglected historic  
26 properties;

27

28 f. Provision of public improvements such as sidewalks, streets, lighting, etc., in  
29 support of historic preservation/conservation projects.

30

31 1.3.2 The City shall study the use of other legal tools, such as preservation easements,  
32 to protect historic and archaeological resources.

33

34 1.3.3 The City shall continue to review building, fire and housing codes to identify  
35 regulations that restrict the use and rehabilitation of historic structures. Where  
36 possible, the City shall amend codes to encourage the use and rehabilitation,  
37 relocation to another site for reuse, selective dismantling for reuse, and, only as a  
38 last resort, demolition of historic structures.

39

40 1.3.4 The City shall revise the Historic Preservation/Conservation Ordinance to prevent  
41 "demolition by neglect" of historic structures and clear up ambiguities in the  
42 "economic hardship" clause.

43

44

D R A F T

1.3.4 The City shall implement a mechanism by which the Code Enforcement Division can continue to ensure enforcement of the Historic Preservation/Conservation Ordinance, by procedures such as requiring the posting of a copy of an approved Certificate of Appropriateness (COA) application along with a building and or demolition permit, and requirement of an after-the-fact COA for fee, according to a schedule.

1.3.5 By 2003, the City shall prepare a conservation district overlay ordinance and identify distinctive neighborhoods in Gainesville for inclusion. The conservation overlay shall seek to preserve those neighborhoods from significant alterations of architectural features through adoption and implementation of policies to be placed in the Land Development Regulations.

1.3.6 The City shall inventory threatened historic structures in the Pleasant Street, Northeast, and Southeast Historic Districts.

1.3.7 The City shall target a portion of its Community Development Block Grants toward historic districts such as the Pleasant Street and NW Fifth Avenue neighborhoods to better leverage existing resources.

Objective 1.4

Ensure that the City's land use, housing, transportation, and economic development policies are consistent with and facilitate historic preservation.

1.4.1 By 2004, the City shall identify commercial areas in Gainesville appropriate for designation as a "Florida Main Street Community."

1.4.2 The City shall encourage Santa Fe Community College to develop a master plan for its downtown campus to ensure that future development is sensitive to the historic character of the Pleasant Street Historic District.

1.4.3 The residential character of an historic district, as defined by the National Register jurisdictional line, shall be protected from encroachment by incompatible non-residential uses.

1.4.4 The character of an historic district shall be protected from encroachment of incompatible uses.

Objective 1.4.1.5

By 1993, The City shall develop a program that increases public and private involvement in the preservation, protection, enhancement and support of historic, archaeological and cultural resources.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45



D R A F T

3-26-01

1.5.1 The City shall coordinate with ~~for-profit and non-profit~~ organizations to help defray the cost of preserving historic and archaeological resources.

1.5.2 The City shall increase public awareness that parks, landscapes and gardens ~~may constitute~~ historic resources.

GOAL 2 Secure public support and awareness for historic preservation/conservation efforts.

Objective 2.1

14 The City shall provide education to citizens on awareness ~~consciousness~~, value, use and protection of historic and archaeological resources. ~~on an annual basis.~~

17 2.1.1 The Historic Preservation Board shall coordinate with other historic preservation organizations to conduct annual informational workshops on historic preservation. ~~on an annual basis.~~

21 2.1.2 The City shall produce, and make accessible, educational materials on the preservation of historic and archaeological resources.

24 2.1.3 The City shall work with state and local governmental organizations, the University of Florida and other interested parties to promote historic preservation.

28 2.1.4 The City shall provide signs that direct the public to historic districts and identify historic district boundaries.

31 2.1.4 Develop and maintain a list of historic properties that are threatened by demolition ~~by neglect.~~

Objective 2.2

37 ~~By 1993,~~ The City shall develop a program that supports, enhances and encourages public awareness of historic tourism as an economic benefit to Gainesville.

40 2.2.1 The City shall work with the Gainesville Area Chamber of Commerce, the Alachua County Office of Tourist Development, the Downtown Redevelopment Agency, other local governments, and other organizations to promote historic tourism.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44

D R A F T

2.2.2 The City shall revise the Historic Preservation/Conservation Ordinance to include historic tourism as a part of the City's historic preservation program.

~~GOAL 3 ENHANCE AND DEVELOP CULTURAL RESOURCES, AND ENSURE ACCESS BY ALL SEGMENTS OF THE COMMUNITY TO A BROAD VARIETY OF CULTURAL EXPERIENCES.~~

~~By June 1993, the City of Gainesville shall amend the Comprehensive Plan to include a Cultural Element.~~

3.1.1 By 1992, the City shall analyze and publish the results of its Economic Impact Survey.

3.1.2 The City shall utilize its Economic Impact Survey, its facilities and arts organization inventory, user surveys, and other sources of information to identify community-cultural needs in the Cultural Element.

3.1.3 The City shall produce a plan to prioritize its programming and funding efforts by 1992.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22



### Capital Improvements Element

#### Goal 1

TO PROVIDE AND MAINTAIN, IN A TIMELY FASHION, ADEQUATE, EFFICIENT, RELIABLE, EQUITABLE AND ENVIRONMENTALLY SOUND PUBLIC FACILITIES THAT ARE FINANCIALLY FEASIBLE.

#### Objective 1.1

~~Upon Plan adoption, the~~ The City shall use, in its ~~annual biennial~~ budget process, the 5-Year Schedule of Capital Improvements to set funding levels for the provision, renewal or replacement of public facilities necessary to meet and maintain the adopted Level of Service (LOS) standards for existing and future populations.

#### Policies

1.1.1 The Capital Improvements Element shall only include facility expenditure information for the facility types with required LOS standards mandated by Chapter 91-5, Florida Administrative Code (~~Transportation Mobility (Traffic Circulation/Mass Transit), Potable Water, Wastewater, Recreation and Stormwater Management) and for the Aviation and Conservation Elements. Existing and projected facility needs identified in those Elements are included in this Element. Other capital expenditures are listed in the annual biennial budget and the City's 5-Year Capital Improvement Plan or Gainesville Regional Utilities' (GRU) 6-Year Capital Improvement Plan.~~

1.1.2 The Capital Improvements Element shall define a capital improvement as land, non-structural improvements to land and structures (including the costs for design, permitting, construction, furnishings and equipment) with a unit cost of \$25,000 or more. The improvement shall have an expected life of at least 3 2 years.

1.1.3 The City shall schedule and fund City capital projects shown in the 5-Year Schedule of Capital Improvements included in this Element.

1.1.4 The City shall annually review and update the Capital Improvements Element and 5-Year Schedule of Capital Improvements during the regular budget planning and adoption process.

1.1.5 The City and GRU shall continue their policies of annually including capital projects and capital equipment as part of their adopted budgets.

1.1.6 The City's Capital Improvements Element shall be considered a component of the City's overall Capital Improvements Program (CIP) in the annual budget appropriations and the 5-Year Capital Improvement Plan (5-YR CIP) and items listed in the CIP and 5-YR CIP shall reflect the priorities and needs set in the Capital Improvements Element.

- Objective 1.2**
- 1.1.7 The Potable Water and Wastewater sections of the City's Capital Improvements Element shall be considered a subset of GRU's capital budget and 6-Year Capital Improvements Plan (6-YR CIP) and the capital budget and 6-YR CIP shall reflect the priorities and needs set in the Capital Improvements Element.
  - 1.1.8 The Capital Improvements Element and 5-Year Schedule of Improvements shall reflect the policies and needs set in other Elements of the Comprehensive Plan.
  - 1.1.9 The City shall replace or renew capital facilities required to maintain adopted LOS standards when deemed necessary by prudent engineering and utility practices. These improvements shall be included in the 5-Year Schedule of Capital Improvements.
  - 1.1.10 The City shall evaluate all annexation proposals to determine its ability to provide facilities at adopted LOS standards for the residents in the area(s) to be annexed.

~~Upon Plan adoption, the City shall continue to ensure the provisions of services and facilities needed to meet and maintain the LOS standards adopted in this Plan.~~

Policies

- 1.2.1 ~~By June 1992, the City shall continue to use the concurrency management system to issue final development orders conditioned on the following:~~
  - a. The availability of existing public facilities associated with the adopted LOS standards;
  - b. The funding of public facilities (based on existing or projected funding sources) listed in the 5-Year Schedule of Capital Improvements that are needed to maintain adopted LOS standards.
- Between Plan adoption and implementation of the Concurrency Management System, the City shall adjust existing facility capacity to reflect the demand created by final development orders as they are issued.
- 1.2.2 If the projected revenues to support capital improvements become unavailable, the City shall amend the relevant LOS standards in the Comprehensive Plan or prohibit any development that would lower the adopted LOS standards.
- 1.2.3 ~~By June 1992, the City shall implement a concurrency operation of its Concurrency Management System. The Concurrency Management System shall be used to determine whether adequate facilities exist, when the impacts of development are expected to occur, to maintain adopted LOS standards set in the Comprehensive Plan.~~

1.2.4 The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development. The concurrency requirements for potable water, solid waste, stormwater management, and wastewater shall be met by any one of the following standards:

a. The necessary facilities and services are in place at the time a final development order is issued;

b. A final development order is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur;

c. The necessary facilities are under construction and bonded for completion at the time a final development order is issued;

d. The necessary facilities and services are guaranteed in an enforceable development agreement, that includes the provisions listed in Policy 1.2.4 (a-c), which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

1.2.5 The concurrency requirement for recreation shall be met by any one of the standards listed in Policy 1.2.4 or by either of the following standards:

a. The necessary facilities and services are the subject of an executed binding contract, bonded for completion and which is acceptable to the City Attorney which provides for the start of construction of the required facilities, or provision of the services, within one year of the issuance of the final development order;

b. The necessary facilities and services are guaranteed in an enforceable development agreement requiring commencement of actual construction of the facilities or provision of services within one year from issuance of the applicable development order, which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney.

1.2.6 The City shall adopt the following LOS standards for public facilities within its jurisdiction as indicated in the relevant Elements of its Comprehensive Plan:

Transportation Mobility  
~~Traffic Circulation~~  
~~Mass Transit~~

- Policies 1.1.1, 1.1.2, 1.1.3, 1.1.6, 1.1.7 and 1.1.8
- 3.2.3, 7.1.7, 7.1.8, 7.1.12, 7.2.3
- Policy 1.1.1
- Policy 1.1.1
- Potable Water:

Wastewater: Policy 1.1.2  
Recreation: Policy 1.1.1  
Solid Waste: Policy 1.4.1  
Concurrence Management: Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6, & 1.1.9

Objective 1.3

~~Upon Plan adoption, the City shall continue to require future development to pay for its capital improvements that are required to maintain adopted LOS standards.~~

Policies

1.3.1 Development shall pay the full cost of stormwater management facilities required by it to maintain the stormwater LOS standards set in the Comprehensive Plan.

1.3.2 ~~By June 1992, the City shall adopt the adopted Land Development Regulations that establish stormwater quantity and quality standards for the development of existing sites with standard on-site stormwater facilities. Such development shall pay the proportional cost of meeting those standards that it requires.~~

1.3.3 The City shall continue its policy of having all new water and wastewater service connections pay the fully allocated cost of the treatment facilities required to serve them in the form of plant connection fees, and the cost of distribution or collection facilities unless the service is on a developer-installed system.

1.3.4 The City shall continue its policy of having development contribute the water and wastewater distribution and collection system internal to a development. Contributions in aid of construction must be paid if the City does not project an adequate return on investment for water distribution or wastewater collection system extensions.

1.3.5 The City shall continue its policy of having development provide all road improvements within subdivisions as per the City's subdivision regulations.

1.3.6 ~~By June 1992, the City shall adopt Land Development Regulations that require that development provide the roadway facilities and/or improvements external to a development that are necessary to mitigate the development's expected traffic circulation impacts.~~

Objective 1.4

~~By June 1992, the facilities necessary to maintain the adopted LOS standards required to serve vested developments shall be available when the impacts of development occur consistent with Objective 1.2 and its policies.~~

Policies

1.4.1 Vested developments shall be defined as developments that have been issued final development orders that have not expired under the regulations of the City's Code of Ordinances, were issued prior to adoption of the Comprehensive Plan, and such developments have commenced and are continuing in good faith.

1.4.2 ~~By June 1992, the City shall establish continue its tracking of as part of the Concurrency Management System, the number of developments with vested development rights that must be served by public facilities at adopted LOS standards through the Concurrency Management System.~~

1.4.3 Vested developments must provide or pay for the capital improvements that they were required to provide under the development regulations that existed when they were permitted.

**Objective 1.5**

~~Upon Plan adoption, the City shall continue to schedule General Government Capital Improvements necessary to meet and maintain the LOS standards adopted in this Plan. The schedule shall give priority to correcting existing deficiencies and replacement of worn out or obsolete facilities prior to the extension of new facilities.~~

Policies

1.5.1 The capital improvement must be within the financial capability of the City (either through debt capacity or ability to fund the improvement outright). The operating costs associated with it shall be identified and shall not exceed the City's ability to annually fund those costs.

1.5.2 The City shall consider the plans of state agencies and water management districts in evaluating capital improvements projects.

1.5.3 First priority shall be given to correcting existing facility deficiencies in adopted LOS standards, elimination of public hazards and meeting regulatory requirements or Federal and/or State mandates. First priority shall also be given to capital improvements that are fully funded by development and that will not cause operating cost deficits for the City.

1.5.4 Second priority shall be given to replacement of obsolete or worn-out facilities that are projected to cause facility deficiencies in LOS prior to expanding other facilities.

1.5.5 Third priority shall be given to adding or expanding facilities to serve vested developments.



- 1.5.6 Fourth priority shall be given to adding or expanding facilities to serve development needs in designated redevelopment areas that increase the use of existing facilities and promote infill development.
- 1.5.7 Fifth priority shall be given to adding or expanding facilities for new development in currently unserved areas. Expansions of facilities to unserved areas shall be based on projected growth patterns found in the Future Land Use Element.

Objective 1.6

~~Upon Plan adoption, the City, through GRU, shall continue to schedule and fund water/wastewater capital improvements necessary to meet the standards adopted in this Plan. The schedule shall give priority to correcting existing deficiencies and replacing worn out or obsolete facilities prior to the extension of new facilities.~~

Policies

- 1.6.1 The capital improvement must be within the financial capability of GRU (either through debt capacity or ability to fund the improvement outright) and the operating costs associated with it shall be identified and shall not exceed GRU's ability to annually fund those costs.

- 1.6.2 GRU shall consider the plans of state agencies and water management districts in evaluating capital improvements projects.

- 1.6.3 First priority shall be given to projects that correct existing facility deficiencies in adopted LOS standards, eliminate or mitigate public hazards, meet regulatory requirements or Federal and/or State mandates, or promote the reuse and conservation of resources.

- 1.6.4 Second priority shall be given to projects to correct projected deficiencies in adopted LOS standards or projects to accommodate new development and redevelopment needs.

Objective 1.7

~~Upon Plan adoption, the City General Government shall use the following policies to manage debt in such a way that General Government revenues available to fund on-going operating expenditures are maximized.~~

Policies

- 1.7.1 Debt pledged as a general obligation of the City shall not exceed 5% 3% of the non-exempt property valuation within the corporate boundaries.

1.7.2 Revenue bond debt can be as high as 100% of total debt when there is no General Obligation bond debt.

1.7.3 The maximum ratio of total debt service to total revenue shall not exceed 10%.

Objective 1.8

~~Upon Plan adoption, GRU shall continue to use the following policy to manage debt.~~

Policy

1.8.1 In order to issue additional bonds, GRU shall establish and collect rates, fees and other charges for the use or the sale of the output, capacity or services of the Water/Wastewater Systems sufficient so that the revenues of the Systems are expected to yield net revenues that shall be at least equal to 1.4 times the annual debt service on outstanding revenue bonds for any 12-month period within any prospective 60-month period.

Objective 1.9

~~By October 1996, the City shall have developed dedicated revenue sources to fund recreation capital improvements to meet, at a minimum, the 1997 adopted recreation LOS standards:~~

Policies

1.9.1 By January 1994, the City shall hold a referendum for a general obligation bond to generate adequate revenues to fund the recreation capital improvements to meet the 1997 adopted LOS standards:

1.9.2 If the general obligation bond referendum is not held, the City shall, by August 1994, appropriate funding for a bond issuance to fund recreation capital improvements to meet the 1997 adopted LOS standards, unless adequate pay-as-you-go funds are available.

Objective 1.10 Objective 1.9

~~Upon Plan adoption, the City shall continue to use the Stormwater Management Utility funds allocated for capital improvements to pay for the Stormwater Projects needed to maintain LOS standards. These projects shall be shown in the 5-Year Schedule of Capital Improvements.~~

Policy

1.10.9.1 The City shall have provide at least \$200,000 annually to fund the for Stormwater Projects.

Objective 1.10

The City shall coordinate with Alachua County on the Alachua County Forever program.

Policy

1.10.1 The City shall seek to maximize the protection of environmentally sensitive lands through the nomination of properties for acquisition with Alachua County Forever funds.

The following Elements have completed the process and are a part of the 2000-2010 City of Gainesville Comprehensive Plan:

- Concurrency Management Element
- Potable Water & Wastewater Element
- Solid Waste Element
- Stormwater Management Element
- Intergovernmental Coordination Element
- Urban Design Element
- Cultural Affairs Element





# Concurrency Management Element

**GOAL 1** ESTABLISH A TRANSPORTATION CONCURRENCY EXCEPTION AREA, WHICH PROMOTES AND ENHANCES:

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

**Objective 1.1**

The City establishes the Gainesville Transportation Concurrency Exception Area (TCEA) with sub-areas designated Zone A and B as shown in Map 1. The TCEA is further described in the Legal Description shown in Exhibits A, B, and C.

**Policies**

1.1.1 All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI), shall be excepted from transportation concurrency for roadway level of service standards. An existing Development of Regional Impact may qualify for a roadway level of service transportation concurrency exception for redevelopment or additions to the DRI providing all the requirements in Policy 1.1.9 are met. Developments outside of the TCEA that impact roadways within the TCEA shall be required to meet transportation concurrency standards.

- 1.1.2 Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.
  - 1.1.3 In order to promote redevelopment and infill in the eastern portion of the city and the area near the University of Florida, Zone A is hereby established as a sub-area of the TCEA. Except as shown in Policy 1.1.4, funding for multi-modal transportation modifications and needs in Zone A shall be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds. Transportation modifications, which are required due to traffic safety and/or operating conditions and are unrelated to transportation concurrency shall be provided by the developer.
  - 1.1.4 Within Zone A, development or redevelopment shall provide the following:
    - a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
    - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
    - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement (executed by the property owner and the City) for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding or conveyance of easements if agreeable to the City. The License term shall be for a minimum of 10 years.
    - d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code.
    - e. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.
- Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer.

1.1.5 Within Zone B, new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6, to address transportation needs within the TCEA. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer and any such items provided shall not count towards meeting required standards in Policy 1.1.6.

1.1.6 Within Zone B, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development's (including all phases) trip generation and proportional impact on roadway facilities. The developer may sign a development agreement or contract with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards off-site with the City's approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Number of Standards Which Must Be Met	Net, New Average Daily Trip Generation
At least one standard	Less than 50
At least two standards	50 to less than 100
At least three standards	100 to 400
At least five standards	400 to 999
At least eight standards	Greater than 1,000 trips but less than 5,000 trips
At least twelve standards and meet a. or b. below:	Greater than 5,000 trips
a. Be on an existing transit route	
b. Provide funding for a new transit route.	



**Zone B Standards**

- a. Intersection and/or signalization modifications to improve roadway operation and safety.
- b. Addition of dedicated turn lanes into and out of the development.
- c. Construction of bus shelters built to City specifications.
- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase service frequency or add additional bus service.
- g. Construction of public sidewalks along all street frontages, where they are not currently existing.
- h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- i. Deeding of land for the addition and construction of bicycle lanes.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle

**Zone B Standards (cont.)**

parking may be used to substitute for the required motorized vehicle parking.

q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, ground-mounted signage with a maximum of 8 feet in height and 32 square feet in sign area for all parcels with more than 100 feet of linear frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.

r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1.) trail amenities such as benches, directional signage, or safety systems; 2.) bicycle parking at entry points or connecting with transit lines; 3.) land acquisition for expansion or better connectivity of the greenway system; 4.) additional entry points to the greenway system; 5.) bridges spanning creeks or wetland areas; and/or, 6.) appropriate trail surfacing.

s. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.

t. Clustering of and design of the development for maximum density, or maximum FAR, at the site which preserves open space, reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.

u. Construction of new road facilities which provide alternate routes to reduce congestion.

v. Addition of lanes on existing road facilities, where acceptable to the City and/or MTPD, as relevant.

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

- 1.1.7 Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, or 1.1.6.
- 1.1.8 Within Zone B, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6.
- 1.1.9 An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380 F.S. DRI requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.
  - a. The DRI is wholly located within the TCEA.
  - b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.
  - c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
  - d. The DRI provides a Park and Ride facility at the site.
  - e. Cross-access connections or easements shall be provided to adjacent developments/sites.
  - f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

- 1.1.10 In order to promote highly desirable development within either Zone A or B, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.
- 1.1.11 In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.
- 1.1.12 The City may require special traffic studies, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, within the TCEA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.
- 1.1.13 By January 2005, the City shall evaluate the TCEA to determine its successes and weaknesses in promoting infill and redevelopment, multi-modal transportation opportunities, and better urban form and design. Criteria such as, but not limited to, the following shall be used in the evaluation of the TCEA: increase in bus ridership when compared with the change in population; increases in transit routes and frequencies; linear feet of new public sidewalks; number of new bus shelters; number and square footage of redevelopment projects; location of new development in relation to transit routes; number of added park and ride facilities; and amount of increased streetscaping/landscaping on corridors.
- 1.1.14 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the Transportation Concurrency Exception Area.
- 1.1.15 Developments approved prior to the adoption of the TCEA shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies.

The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Objective 1.2

- 1.2.1 The City shall not close or vacate streets except under the following conditions:
  - a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
  - b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
  - c. the loss of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;
  - d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.
- 1.2.2 The City shall ensure that new streets are designed for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul de sacs, where feasible.
- 1.2.3 The City shall require new residential developments, where feasible, to provide street or path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.
- 1.2.4 The City shall adopt the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices. As part of the updates to the Future Land Use Element and Transportation Mobility Element, the City shall develop policies that support and promote land use patterns for transit hubs, especially as related to activity centers.
- The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TCEA.
- 1.3.1 In the interim period before adoption of specific design standards for the TCEA, the City shall use the Central Corridors Overlay District design standards for development/redevelopment projects within the TCEA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TCEA which are listed in the annual level of service

Objective 1.3  
Policies

Policies



**Objective 1.4**

**Policies**

report produced by the North Central Florida Regional Planning Council. These design standards requirements shall not override previously existing design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development approved prior to the adoption of the TCEA.

1.3.2 New development of automobile-oriented uses located within the TCEA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays and fueling (gas) pumps to the rear of buildings located on the site. The number of fueling positions shall be regulated by TCEA policies.

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

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

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

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

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



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

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

1.4.5

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

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee of the Metropolitan Transportation Planning Organization. Available capacity shall

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

1.4.6

b. There shall be no credit for pass-by trips in association with the drive-through facility. Standards which must be met under Policy 1.1.6 shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
  2. Cross access is provided with an adjoining property.
  3. A public or private road intervenes between the two sites.
  4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 foot distance requirement shall not apply if any of the following criteria are met:



- 1.4.7 New development of drive-through facilities shall be permitted, by Special Use Permit, when part of a single, mixed-use building, having more than one business or use at the site, where the minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-through use at such sites shall be allowed. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage convenience, safety and non-motorized use of the site; design of safe internal pedestrian access related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.
- 1.4.8 By February 2000, the City shall adopt Land Development Regulations which specify minimum design criteria for drive-through uses in the TCEA.
- 1.4.9 On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed use centers, or mixed use buildings, as defined in this element. Drive-through facilities on this road segment shall meet the requirements of Policies 1.4.6 and 1.4.7.
- 1.4.10 Within the TCEA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:
  - a. Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.
  - b. The number and width of driveways shall be minimized.
  - c. Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:
    - 1. No limitation on fueling positions in the Industrial zoning categories;
    - 2. Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;
    - 3. Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in

all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:

a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;

b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;

c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, facade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.

e. Cross-access or joint driveway usage is provided to other adjacent developments.

f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:

1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;

2. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;
  3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;
  4. Off-street parking shall be located to the side or rear of the building;
  5. The building height and facade elevation are appropriate for the site and surrounding zoned properties.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.
- 1.4.11 Within the TCEA, the City shall adopt Land Development Regulations for the placement of new parking garages as a principal or accessory use that address:
- a. minimizing conflict with pedestrian and bicycle travel routes;
  - b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
  - c. being located and designed to discourage vehicle access through residential streets;
  - d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

**Objective 1.5**

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

**Policies**

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

1.5.2 The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.

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

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

1.5.5 New development within Zone B shall be required to plant minimum 45 gallon-sized trees, 12 feet tall and 2.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. If 45-gallon or equivalent trees are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zone B shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TCEA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to-line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.

**Objective 1.6**  
The City shall adopt the following policies to regulate parking within the TCEA.

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

**Objective 1.7**  
The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPo) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.

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

**Objective 1.8**  
The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.

- 1.8.1 For developments generating more than 100 net, new trips within 1/4 mile of a County-maintained road or the unincorporated area, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads and any standards proposed/required to be met under Policy 1.1.6. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing.
- 1.8.2 The City shall cooperate with Alachua County in the establishment of a joint TCEA for areas bordering the City's TCEA as long as the policies within the County's TCEA are the same or substantially similar to the City's.

**Objective 1.9**

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

Policies

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

1.9.2

After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of developments in the TCEA on the Florida Intrastate Highway System and share that information with the Florida Department of Transportation.

**Objective 1.10**

**The City shall continue to enforce transportation concurrency requirements for all developments outside the adopted TCEA.**

Policies

1.10.1 Outside the TCEA, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:

a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued.

b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five-Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:

1. The estimated date of commencement of actual construction and the estimated date of project completion.

2. A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Five-Year Schedule of Capital Improvements.

c. The necessary facilities and services to serve the new development, at the adopted level of service standard, are transportation projects included in the first three years of the applicable adopted FDOT five-year work program.

d. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy.

e. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy.

1.10.2 Outside the TCEA, a proposed urban redevelopment project located within the City's existing service area as shown on the Future Land Use Map series, shall be traffic concurrency exempt for roadway level of service standards for up to 110 percent of the transportation impact generated by the previously existing development. A previously existing development shall be defined as the actual previous built use which was occupied and active within the last five years prior to application for development plan review. The transportation concurrency exemptions granted under this policy shall not relieve development from providing public sidewalks along all street front-ages, sidewalk connections from the building to the public sidewalk, and closure of existing excessive, duplicate or unsafe curb cuts or narrowing of overly wide curb cuts at the development site as defined in the Access Management portion of the Land Development Code. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.

1.10.3 Outside the TCEA, for the purpose of issuing a final development order, a proposed development shall be defined as having a development that minimizes impact (as defined by Chapter 163.3180), and be exempt from transportation concurrency for roadway level of service standards as follows:

a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.



- b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 10 percent of the maximum volume at the adopted level of service of the roadway segment.
- c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.
- d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and closure of existing excessive, duplicative or unsafe curb cuts or narrowing of overly wide curb cuts at the development site as defined in the Access Management portion of the Land Development Code. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.








Map 1

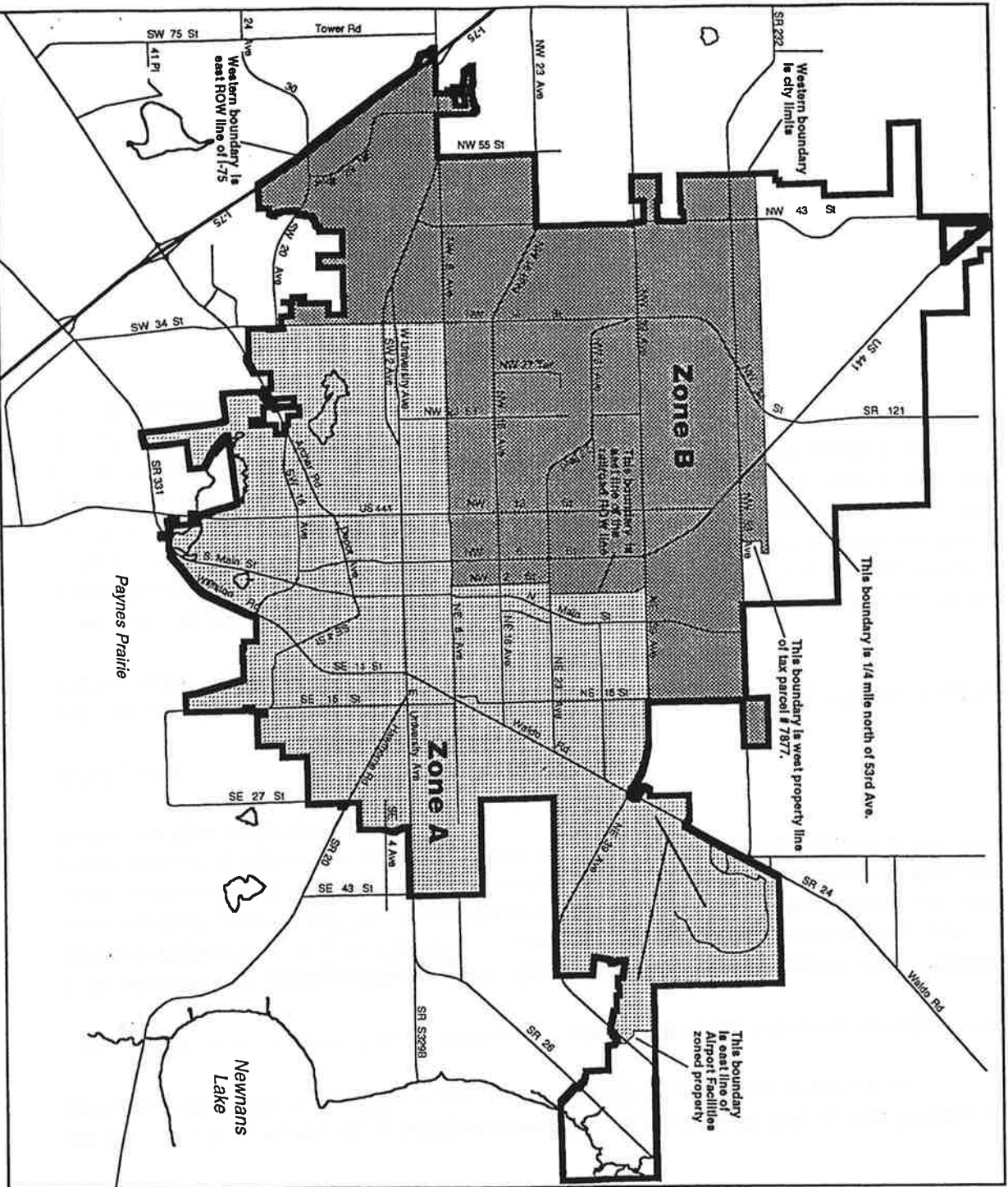
# TRANSPORTATION MOBILITY MAP SERIES

Transportation  
Concurrency  
Exception Area

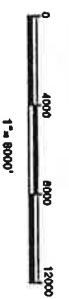
## Legend

Transportation Concurrency  
Exception Area Sub-Zones

-  Zone A
-  Zone B
-  City Limits



**City of Gainesville  
Gainesville, Florida**  
Prepared by the  
Department of Community Development  
December 2, 1999



**EXHIBIT "A"**

December 3, 1999

**LEGAL DESCRIPTION FOR THE ENTIRE TRANSPORTATION CONCURRENCY EXCEPTION AREA**

That area comprising Zone A and Zone B of the Transportation Concurrence Exception Area being described as:

All that area lying within the municipal boundaries of the City Of Gainesville, Florida; (heretofore known as "city limits"), as of December 3, 1999; LESS the following described area:

That northern portion of the City Of Gainesville lying north of the following described line:

Commence at a point lying on the west city limits line, and being one-quarter mile (1/4 mile) north of the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence run East parallel to and one-quarter mile (1/4 mile) north of said NW 53<sup>rd</sup> Avenue to the west line of that parcel number 07877-000-000 (as of the aforementioned April 1, 1999 date); from said west line run southerly and westerly along the westerly parcel lines of said parcel number 07877-000-000 to the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence run East to the east city limits line.

AND LESS:

All that area lying and being in the City of Gainesville, Alachua County, Florida, lying East of the following described line:

Commence at the northwest corner of the northeast one-quarter (NE 1/4) of Section 30, Township 9 South, Range 21 East; thence run South along the west line of said northeast one-quarter (NE 1/4) to a point 50 feet south of the south line of said northeast one-quarter (NE 1/4); thence run East a distance of 176.35 feet; thence run South 48 degrees East to a point on the southerly right-of-way line of State Road No. S-222; thence run Northeastly along said southerly right-of-way line to a point on the west line of the east one-half (E 1/2) of the southwest one-quarter (SW 1/4) of the northeast one-quarter (NE 1/4) of the aforementioned Section 30, Township 9 South, Range 21 East; thence run South along said west line to point of ending on the City of Gainesville city limits line.

**EXHIBIT "B"**

December 3, 1999

**LEGAL DESCRIPTION FOR ZONE "A" OF THE TRANSPORTATION CONCURRENCE EXCEPTED AREA**

That area comprising Zone "A" of the Transportation Concurrence Exception Area lying within the municipal boundaries of the City of Gainesville, Florida; (heretofore known as "city limits") as of April 1, 1999; being more particularly described as follows:

Commence at a point on the northeast corner of the intersection of NE 15<sup>th</sup> Street and NE 39<sup>th</sup> Avenue as the Point-of-Beginning; thence run West along the north right-of-way line of NE 39<sup>th</sup> Avenue and NW 39<sup>th</sup> Avenue to the east line of the Seaboard Coastline Railroad right-of-way line; thence run southerly along said east railroad right-of-way line to the north right-of-way line of NE 23<sup>rd</sup> Avenue; thence run West along the north right-of-way of NE 23<sup>rd</sup> Avenue and NW 23<sup>rd</sup> Avenue to a point on the northerly extension of the east right-of-way line of NW 2<sup>nd</sup> Street; thence run South along said northerly extension and along the east right-of-way line of said NW 2<sup>nd</sup> Street to the north right-of-way line of NW 8<sup>th</sup> Avenue; thence run West along said north right-of-way line of NW 8<sup>th</sup> Avenue to the east right-of-way line of NW 34<sup>th</sup> Street; thence run South along the east right-of-way line of NW 34<sup>th</sup> Street and SW 34<sup>th</sup> Street to its intersection with a southerly city limits line; thence follow the city limits line in an easterly and northerly direction, to the Point-of-Beginning, and close.

LESS and except the following described area:

All that area lying and being in the City of Gainesville, Alachua County, Florida, lying East of the following described line:

Commence at the northwest corner of the northeast one-quarter (NE 1/4) of Section 30, Township 9 South, Range 21 East; thence run South along the west line of the east one-half (E 1/2) of the southwest one-quarter (SW 1/4) of the northeast one-quarter (NE 1/4) of the aforementioned Section 30, Township 9 South, Range 21 East; thence run South along said west line to point of ending on the City of Gainesville city limits line.

**EXHIBIT "C"**

April 8, 1999

**LEGAL DESCRIPTION FOR ZONE "B" OF THE TRANSPORTATION CONCURRENCE MAN-  
AGEMENT AREA**

That area comprising Area "B" of the Transportation Concurrence Exception Area lying within the municipal boundaries of the City of Gainesville, Florida; (heretofore known as "city limits") as of April 1, 1999; being more particularly described as follows:

Commence at a point lying on the west city limits line, and being one-quarter mile (1/4 mile) north of the north right-of-way line of NW 53<sup>rd</sup> Avenue, as the Point-of-Beginning; thence run East parallel to and one-quarter mile (1/4 mile) north of said NW 53<sup>rd</sup> Avenue to the west line of that parcel number 07877-000-000 (as of April 1, 1999); from said west line run southerly and westerly along the westerly parcel lines of said parcel number 07877-000-000 to the north right-of-way line of NW 53<sup>rd</sup> Avenue; thence run East to the east city limits line; thence follow the city limits line to a point on the northeast corner of the intersection of NE 15<sup>th</sup> Street and NE 39<sup>th</sup> Avenue; thence run West along the north right-of-way line of NE 39<sup>th</sup> Avenue and NW 39<sup>th</sup> Avenue to the east line of the Seaboard Coastline Railroad right-of-way line; thence run southerly along said east railroad right-of-way line to the north right-of-way line of NE 23<sup>rd</sup> Avenue; thence run West along the north right-of-way line NE 23<sup>rd</sup> Avenue and NW 23<sup>rd</sup> Avenue to a point on the northerly extension of the east right-of-way line of NW 2<sup>nd</sup> Street; thence run South along said northerly extension and along the east right-of-way line of said NW 2<sup>nd</sup> Street to the north right-of-way line of NW 8<sup>th</sup> Avenue; thence run West along said north right-of-way line of NW 8<sup>th</sup> Avenue to the east right-of-way line of NW 34<sup>th</sup> Street; thence run South along the east right-of-way line of NW 34<sup>th</sup> Street and SW 34<sup>th</sup> Street to its intersection with a southerly city limits line; thence follow said city limits line in a westerly direction to its intersection with the east right-of-way line of Interstate 75; thence run northwesterly along said east right-of-way line to its intersection with the north right-of-way line of Newberry Road (being also a northern city limits line); thence follow the city limits to the Point-of-Beginning, and close.

# Goals, Objectives & Policies



## Potable Water & Wastewater Element

**GOAL 1** TO PROVIDE ADEQUATE, SAFE, ECONOMIC, RELIABLE AND ENVIRONMENTALLY SOUND WATER AND WASTEWATER UTILITY SERVICES.

**Objective 1.1** Water and wastewater services shall be provided at adequate levels of service (LOS) to meet the needs of existing and future populations.

**Policies** 1.1.1 The following LOS standards shall be adopted for potable water:

a. Maximum Day (Peak) Design Flow: 200 gallons daily demand per capita;

b. Storage Capacity: 1/2 of maximum daily flow;

c. Pressure: The system shall be designed for a minimum pressure of 40 psig under forecasted peak hourly demands to assure 20 psig under extreme and unforeseen conditions;

d. The City shall reserve potable water capacity for the annual water demand projected by the City for the University of Florida and the power plants.

1.1.2 The following LOS standards shall be adopted for wastewater services:

Average Day Standard: 113 gallons daily flow per capita. Peak Standard: 123 gallons daily flow per capita;

1.1.3 The City shall maintain forecasts of plant flow requirements and provide for plant capacity and other facility expansions in GRU's annually-updated, five-year capital budget to meet the LOS standards.

- 1.1.4 The City shall perform ongoing evaluations and studies to determine the water and wastewater systems' needs to meet the requirements of existing and future customers, with the LOS standards to be employed as minimum criteria. The City shall provide financial resources in GRU's operating and annually-updated, five-year capital budgets to renew, replace, improve and maintain the systems in accordance with prudent utility practice as defined in the Utilities System Revenue Bond Resolution (adopted June 6, 1983).
- 1.1.5 The City shall not commit to provide water or wastewater service if sufficient capacities or facilities to serve the proposed project cannot be made available at the time that the system impacts of the project will occur. The City shall maintain, as part of its Concurrent Management System, records of the expected amount of system demand from projects to which commitments are made and expected project lead and completion times in order to monitor capacity and facility requirements.
- 1.1.6 Every five years, the City shall hire independent and qualified consulting firms to evaluate the condition of the water and wastewater systems and the adequacy of the financial and facilities planning performed to maintain the system.
- Objective 1.2 The City shall continue to upgrade and expand water/wastewater facilities, as shown in the policies below and in the 5-Year Schedule of Capital Improvements, to meet established LOS standards. The City shall give priority to correcting existing deficiencies in levels of service prior to expanding facilities to new, unserved areas
- 1.2.1 The Kanapaha Water Reclamation Facility capacity shall be increased to 14 mgd by the end of FY 2001/2002, as shown in the 5-Year Schedule of Capital Improvements.
- 1.2.2 The City shall complete the Murphree Water Plant filter upgrade or install alternative facilities to expand capacity to 51 mgd capacity by the end of FY 2002/2003, as shown in the 5-Year Schedule of Capital Improvements.

Policies

**Objective 1.3**

The City shall provide potable water and wastewater services through-  
out the urban area in an efficient and economical manner, with the  
cost of service expansion being borne by those requiring such  
expansion. Upon Plan adoption, the City of Gainesville, as the urban  
area service provider of potable water and wastewater through Gaines-  
ville Regional Utilities, shall coordinate the extension and increases  
in capacity of potable water and wastewater facilities outside of city  
limits through policies established in the Alachua County Compre-  
hensive Plan.

**Policies**

1.3.1 In order to discourage urban sprawl, Gainesville Regional Utilities  
shall extend potable water and wastewater facilities outside city  
limits in accordance with policies in the Alachua County Compre-  
hensive Plan.

1.3.2 The City shall encourage development of property in close proxim-  
ity to existing service areas through the continued use of appropri-  
ate economic incentives concerning the extension of water and  
wastewater services as listed below:

- a. The City shall continue its policy of having all new water and  
wastewater service connections pay the fully allocated cost of  
the treatment facilities required to serve them in the form of  
plant connection fees, and the cost of distribution or collection  
facilities, unless the service is on a developer-installed system;
- b. The City shall continue its policy of having development  
contribute the water and wastewater distribution and collec-  
tion system internal to a development. Contributions in aid of  
construction are paid if the City does not project an adequate  
return on investment for water distribution or wastewater  
collection system extensions;
- c. The City shall continue its policy that all facilities constructed  
and contributed to the utility system must be approved, in-  
spected and built to City standards.

1.3.3 The City shall not reserve potable water or wastewater capacity  
outside of city limits without a determination that the develop-  
ment order is consistent with the Future Land Use Element of  
Alachua County.



Objective 1.4

The use of existing water and wastewater facilities shall be maximized by adopting the following policies:

- 1.4.1 All new developments at equivalent residential densities greater than 2 units per acre that require potable water, within the City of Gainesville, shall be required to connect to the centralized water system except as specified in Policy 1.4.5. Equivalent development densities shall be determined as estimated by Gainesville Regional Utilities.
- 1.4.2 All new developments at equivalent residential densities greater than 2 units per acre that require wastewater treatment, within the City of Gainesville, shall be required to connect to the centralized wastewater system except as specified in Policies 1.4.4 and 1.4.5. Equivalent development densities shall be determined as estimated by Gainesville Regional Utilities. Non-residential development proposed to be on septic tanks must demonstrate that it will not dispose of toxic, hazardous, or industrial waste in the septic tank.
- 1.4.3 Industrial pre-treatment plants shall be allowed.
- 1.4.4 New construction of package wastewater plants must meet the relevant standards established by the State of Florida and the Federal government and must connect to central wastewater treatment facilities within 5 years of central wastewater facilities becoming available. New package plants shall be permitted only when:
  - a. The developer of such temporary package treatment plant is required to enter into a legally binding agreement that dedicates and assigns responsibility for the proper maintenance and operation of the plant to an appropriate agency of local government; and
  - b. Such agreement shall provide adequate compensation by the developer to the local government agency for the proper operation and maintenance of the plant; and
  - c. The package plant is approved by the appropriate government agency assigned plant operation and maintenance as meeting standards for design, operation and maintenance.
- 1.4.5 New development of existing lots in platted subdivisions and other existing legal lots of record shall be excluded from the requirements stated in Policies 1.4.1 and 1.4.2 unless there are existing distribution or collection facilities in the right-of-way or easements abutting the property.

**Objective 1.5**

1.4.6 The City shall continue its connection charge installment program, as outlined in the Code of Ordinances, to encourage users to abandon wells and/or package or on-site wastewater treatment systems and to connect to the centralized potable water and wastewater systems.

Recognizing the importance of potable water supplies, the City shall encourage water conservation through the programs and methods listed below:

- 1.5.1 The City shall continue to offer water conservation education and information to residential and non-residential customers through its Energy/Water Survey Program.
- 1.5.2 The City shall continue to minimize water losses from unaccounted sources through its ongoing water loss reduction program.
- 1.5.3 The City shall continue its policy of inverted block rate residential water charges during the peak irrigation months of April through October, as an economic means of promoting water conservation.
- 1.5.4 The City shall continue its policy of providing lists of vegetation classified by water demand to public agencies, residents and developers.
- 1.5.5 The City shall continue to include water conservation techniques, including xeriscaping, in the City's landscape ordinance.
- 1.5.6 The City shall continue to offer free water conservation information as part of at least one utility billing statement per year.
- 1.5.7 The City shall encourage the use of reclaimed water where it is economically feasible.
- 1.5.8 By September 2000, Gainesville Regional Utilities shall create a guide to reclaimed water use that includes information about how to plan and design for reclaimed water distribution systems.

Policies



**Goals, Objectives & Policies**



**Waste Element**

**Solid**

**GOAL 1**

**PROVIDE FOR THE MANAGEMENT OF SOLID AND HAZARDOUS WASTES IN A MANNER WHICH ASSURES PUBLIC HEALTH AND SAFETY, PROTECTS ENVIRONMENTAL RESOURCES, AND CONSERVES ENERGY.**

**Objective 1.1**

**By 2001, reduce by 50% the amount of solid waste that would have been disposed of in the absence of landfill diversion practices such as recycling, reuse and composting.**

**Policies**

**1.1.1 The City shall minimize the amount of solid waste that must be disposed of in a landfill. In order of priority, minimization shall be attained by (1) source reduction of waste; (2) re-use; (3) recycling; (4) composting; and (5) landfilling.**

**1.1.2 The City shall continue to utilize procurement procedures that follow State and federal guidelines in terms of the paper purchasing policy by purchasing paper with a minimum of 25% post-consumer recycled content.**

**1.1.3 By 2005, the City shall certify that at least 12% of all city households are backyard composting their food and yard wastes.**

**1.1.4 The City shall encourage citizens to use re-usable tote bags for groceries and other retail shopping through the distribution of approximately 5000 "Let's Talk Trash" brochures between 2000 and 2010.**

**1.1.5 By 2001, 60% of all multi-family residential and commercial properties shall participate in a recycling program.**

- 1.1.6 The City shall continue to require new multi-family, commercial, and institutional developments to include recycling receptacles or have provisions for access to off-site recycling facilities. Recycling receptacles shall also be placed at public parks, the airport, and other places of public assembly.
- 1.1.7 The City shall encourage the State to allow only food and beverage containers that are recyclable, returnable, or degradable through the distribution of approximately 5000 "Let's Talk Trash" brochures between 2000 and 2010.
- 1.1.8 The City shall maintain at least a 50% set out rate for the curbside recycling program.
- 1.1.9 By 2001, the two-bin pilot program to encourage separation of paper recyclables from plastic, metals and glass will be expanded throughout the mandatory collection area of the city.
- 1.1.10 The City shall assist the School Board of Alachua County (SBAC) schools in expanding their recycling program.
- Prevent the disposal of hazardous waste that would cause significant degradation of the environment. Coordinate with hazardous materials service providers to increase the capacity of hazardous materials management facilities.
- 1.2.1 The City shall enforce illegal dumping laws. Such enforcement shall include efforts to clean up existing illegal dump sites, and develop or revise ordinances to increase the feasibility of prosecuting illegal dumpers.
- 1.2.2 Through coordination with the County and other waste material handlers, the City will continue to participate in a periodic, convenient special waste collection program for difficult-to-dispose-of waste such as tires, used oil, batteries, and asbestos, and will utilize the Household Hazardous Waste Center to promote increased reuse and recycling by the general public.
- 1.2.3 The City shall continue to coordinate with the Florida Departments of Transportation and Environmental Protection regarding the transportation of hazardous wastes within city limits.
- 1.2.4 The City shall continue to coordinate with the Alachua County Department of Environmental Protection, which requires submission of a hazardous materials management plan as a contingency for all development approvals for sites where hazardous materials may be handled.

Policies

Objective 1.2



**Objective 1.3**

**Conduct ongoing education campaigns to maintain citizen awareness of proper solid and hazardous waste management practices.**

**Policies**

- 1.3.1 The City shall continue to receive and publicize an annual report, as set forth by Sec. 403.706(7), F.S., describing trends in city solid and hazardous waste disposal, including amounts by type of waste, amount and type of waste recycled, percent reduction in waste attained by current recycling rate, percent of city population participating in recycling, the full cost of the disposal program, and feasibility of expanding recycling, re-use, and composting programs. This information is published in the State of Florida Recycling and Education Grant proposal submitted annually to the State of Florida Department of Environmental Protection by Alachua County on behalf of all local governments within the County.
- 1.3.2 The City, in cooperation with Alachua County, shall continue to sponsor solid and hazardous waste education programs for school students and interested citizens.
- 1.3.3 The City shall continue to prepare and distribute an educational report describing local trends in local solid waste, hazardous waste, and recycling; the location and operating hours of waste and recycling facilities; the environmental consequences of improper waste disposal (particularly illegal dumping); and proper disposal techniques. This report shall be updated at least annually. This information is published in the State of Florida Recycling and Education Grant proposal submitted annually to the State of Florida Department of Environmental Protection by Alachua County on behalf of all local governments within the County.
- 1.3.4 The City shall continue to provide information to the local legislative delegation to support State and federal initiatives that encourage source reduction, re-use, recycling, and composting, and discourage use of difficult-to-recycle paper such as "slick" or "glossy" paper and "junk" mail.
- 1.3.5 The City shall continue to follow the provisions of the source reduction and recycling procurement policy that is intended to increase the recycled content of products purchased and used by the City, reduce waste in the manufacture and use of products purchased and used by the City, and encourage businesses that promote recycling to locate within the Gainesville area.



**Objective 1.4**  
 Establish a level of service (LOS) standard for the disposal of solid waste generated by current and future City waste generators.

**1.4.1**  
 The following LOS standard for disposal and collection capacity shall be established: 0.655 tons of solid waste per capita per year disposed (3.6 pounds of solid waste per capita per day disposed). The City shall continue to maintain contracts with solid waste haulers and landfill operators that require replacement and purchase of collection trucks necessary to collect 1.07 tons of solid waste per capita per year (5.9 pounds per capita per day).

**1.4.2**  
 The City shall continue to ensure that waste tonnages being generated within city limits are being accurately monitored by requiring monthly reporting of solid waste tonnages being delivered to disposal facilities as required by Section 403.706(18), F.S. Monthly tonnages shall also be reported for recyclables (including yard trash).

**Objective 1.5**  
 The City shall coordinate with solid waste management facility providers for future increases in disposal capacity needed to maintain adequate disposal service levels throughout the 10-year planning period.

**1.5.1**  
 In accordance with the "Interlocal Agreement for Solid Waste Management Services Between Alachua County and The City of Gainesville, Florida", Alachua County shall develop and maintain solid waste management facilities as necessary for the receipt, processing and/or disposal of all acceptable waste from within city limits. The City shall continue to abide by an interlocal agreement with the solid waste management facility provider(s) (currently Alachua County), effective December 21, 1998, that ensures that disposal capacity is available for the disposal of 3.6 pounds of solid waste per capita per day by City waste generators. This shall include, but not be necessarily limited to, all residential, commercial, industrial, governmental, and institutional waste. The agreement shall remain in effect until September 30, 2007. Upon mutual agreement of the parties, the agreement may be renewed for additional five-year periods.

**1.5.2**  
 If the solid waste management facility provider(s) is, at some future date, unable to provide disposal capacity and landfill space for city waste generators, the City shall increase the rate of citywide re-use, composting and recycling, prepare a report investigating the feasibility of resource recovery [waste-to-energy], and prohibit all development until the City can provide landfill service consistent with the LOS standard or contract with a landfill service provider to dispose of the waste.



# Stormwater

## Management Element

GOAL 1

DESIGN, CONSTRUCT AND MAINTAIN A STORMWATER MANAGEMENT SYSTEM THAT REDUCES THE INCIDENCE OF FLOODING, AND PROTECTS, PRESERVES AND ENHANCES DESIRABLE WATER QUALITY CONDITIONS, AND TO THE MAXIMUM EXTENT FEASIBLE, PRESERVES AND UTILIZES THE EXISTING NATURAL SYSTEMS.

Objective 1.1

The City shall implement Level of Service (LOS) standards to diminish the occurrence of new flooding and to protect or improve water quality. The LOS standards for Stormwater Management are in the Concurrency Management Element.

Policies

1.1.1 The LOS standards for off-site stormwater discharge of all stormwater management facilities shall be the 100-year, critical treatment of "first one inch" of runoff, and compliance with the design and performance standards established in Chapter 40C-42.025 F.A.C. and 42.035 F.A.C. to ensure that the receiving water quality standards of Chapter 62-302.500 F.A.C. are met and to ensure their water quality is not degraded below the minimum conditions necessary to maintain their classifications as established in Chapter 62-302 F.A.C. These standards shall apply to all new development and redevelopment and any exemptions, exceptions, or thresholds in these citations are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.



- 1.1.2 The City shall continue to comply with the adopted Land Development Regulations that establish and apply uniform design standards and procedures to the development of water quantity and quality control facilities.
- 1.1.3 The City shall continue to comply with the adopted Land Development Regulations that provide standards for the design of facilities in volume sensitive drainage basins.
- The City shall continue to comply with its stormwater management plan that addresses existing deficiencies and identified needs.
- 1.2.1 Master stormwater basin plans shall be prepared and finalized for each creek watershed. Such plans shall address:
  - a. The potential for infill development within each basin;
  - b. The encroachment of existing developed areas in the 100-year floodplain;
  - c. The efficacy of regional stormwater basins and potential locations;
  - d. An assessment of stormwater management facilities with regard to excess and deficiencies in stormwater storage and rate capacity;
  - e. An assessment of stormwater treatment facilities;
  - f. Removal of invasive vegetation from city-owned facilities; and
  - g. Recreating/restoring the natural drainage patterns of water-courses and wetland areas.
- 1.2.2 The priority for Level 1 capital improvements for 2000 through 2010 shall be as follows:
  - 1. Northeast Boulevard/Duck Pond Improvements. Located between NE 10th Avenue and NE 5th Avenue. Estimated cost \$400,000;
  - 2. Brownfield Project. Located south of SE Depot Avenue. Estimated cost \$2,000,000;
  - 3. Sweetwater Branch-Paynes Prairie Outfall Facilities. Located on Sweetwater Branch at Paynes Prairie. Estimated cost \$2,000,000; and

Policies

Objective 1.2



4. Hogtown Creek Sedimentation Project. Located at N.W. 34th Street and Hogtown Creek. Estimated construction cost \$750,000.

The City shall ensure that proper and adequate stormwater management facilities are provided to meet future needs.

Policies

- 1.3.1 The City shall continue to conduct assessments at five-year intervals, to determine the performance of design standards and stormwater management projects with regard to maintaining and/or reducing the elevation of the 10-year flood channel and 100-year floodplain as established in the Master Flood Control Planning Maps (1990), especially where such elevations would indicate inundation of existing developed areas. If the assessment indicates that the flood potential has increased, new development shall be restricted until such time as additional standards are implemented and/or stormwater management improvements are provided to meet the impact of such development.
- 1.3.2 By 2003, the City shall complete an inventory of all city-maintained retention/detention basins.
- 1.3.3 Stormwater projects identified in the Stormwater Element shall be included in the Capital Improvements Element of this plan.
- 1.3.4 By October 2000, studies of existing deficiencies identified in the needs assessment shall be completed and proposed capital improvements shall be prioritized.
- 1.3.5 The City shall continue to coordinate with Alachua County and other governmental entities to maintain the existing capacity and function of shared watersheds and to design floodplain elevation standards at or below the 10-year flood channel and 100-year floodplain as established in the Master Flood Control Planning Maps (1990).
- 1.3.6 The City shall continue to comply with adopted stormwater quantity and quality design standards for the redevelopment of existing sites that have substandard or no on-site stormwater management facilities.
- 1.3.7 The City shall continue to review information required for site plan submittal for completeness and revise these requirements to reflect current engineering practice.

Objective 1.3



Objective 1.4

Policies

- 1.3.8 The City shall continue to comply with the procedure for amending the Master Flood Control Planning Maps (1990) in order to establish 10-year flood-channel elevations and 100-year floodplain elevations as may be determined by site specific engineering studies.
- 1.3.9 The rate of stormwater runoff from any development shall be limited to the pre-development (conditions existing at the point of adoption of this Plan) rate for a site, and shall not degrade the capacity of existing stormwater facilities.
- The City shall continue the implementation of a maintenance program for all surface drainage systems, that are the responsibility of the City, for the continued effective operation of the stormwater management system.
- 1.4.1 A regular inspection program for all system components shall be initiated.
- 1.4.2 The Stormwater Management Utility Program shall include a maintenance schedule for the regular repair and/or replacement of stormwater facilities for which the City has responsibility.
- 1.4.3 Projects to correct existing deficiencies shall be reviewed in accordance with the following priorities in the development of the Stormwater Management Utility Capital Improvement Program:
  - a. Projects designed to reduce or eliminate structure flooding in known problem areas;
  - b. Projects designed to improve the quality of water flowing into receiving creeks, lakes and sinkholes;
  - c. Projects designed to reduce street flooding during storm events ranging up to the 25-year storm;
  - d. Projects designed to reduce or eliminate flooding potential of structures in the 100-year floodplain;
  - e. Projects designed to reduce the channelization of creeks, and to restore habitat and wetlands;
  - f. Projects designed to reduce maintenance costs.

**Objective 1.5**

The City shall continue to implement an integrated stormwater management program for redevelopment.

**Policy**

1.5.1 The City shall continue to implement Land Development Regulations that allow shared or joint-use stormwater facilities.

1.5.2 Within the Enterprise Zone Area 3 (Downtown/Central City Business District) the City will allow an alternative means of stormwater treatment. If a project is to use an off site stormwater management facility, applicable provisions of the Code of Ordinances will be considered satisfied upon issuance of a Water Management District permit for the project.

**Objective 1.6**

The City shall continue to comply with adopted Land Development Regulations that improve inspection procedures and improve coordination with other agencies to protect, and preserve or improve the quality of discharges from stormwater management facilities to natural surface waters and aquifers. Additionally, all new stormwater management facilities shall meet the applicable Water Management District's regulations.

**Policies**

1.6.1 Except as otherwise stipulated in the Stormwater Management Element, water quality LOS standards in all streams to sink basins, river basins and depression basins shall be consistent with the standards of the applicable Water Management District or shall receive treatment of the first "one inch" of runoff, whichever results in greater water quality improvement.

1.6.2 The City shall continue to comply with adopted Land Development Regulations that restrict activities known to adversely affect water quality within the Murphree Wellfield Management Zones.

1.6.3 The City shall continue to comply with adopted Land Development Regulations that regulate erosion and sedimentation both during and after construction.

1.6.4 The City shall continue to comply with code enforcement procedures and penalties that help obtain compliance with the approved facility design and function.

1.6.5 Stormwater management facilities shall be inspected during construction and periodically after construction to determine that proper construction, operation and maintenance are ongoing.

- Objective 1.7**  
 The City shall continue to encourage the preservation and protection of existing drainage features.
- 1.7.1 The City shall continue to comply with adopted Land Development Regulations that protect the intrinsic functions of wetlands and accommodate a variety of wetland conditions, such as size of wetland areas, maintenance or restoration of natural hydroperiods, and diversity of vegetation.
  - 1.7.2 The City shall acquire rights to wetland areas in order to further the open space objectives of the Conservation, Open Space and Ground-water Recharge Element of this Plan, and to retain the intrinsic stormwater management functions of wetland areas. The hydro-logical and ecological functions of related wetland areas should be preserved, restored, enhanced or created where appropriate.
  - 1.7.3 The City shall maintain the existing level of wetland acreage and function.
  - 1.7.4 There shall not be any decrease in the capacity of floodplains nor any destruction of creeks regulated by the "Regulation of Development Near Creeks" ordinance.
- Objective 1.8**  
 Effective groundwater recharge shall continue to be required where soil conditions permit.
- 1.8.1 The City shall continue to comply with adopted Land Development Regulations that promote increased volumes of groundwater recharge, for all new development, where soil conditions permit.
- Objective 1.9**  
 The City shall continue to implement stormwater management facility design guidelines that promote dual use and aesthetically pleasing facilities.
- 1.9.1 The City shall develop guidelines that promote the following:
    - a. Encourage the joint use of retention and detention basins for passive recreation, habitat and open space;
    - b. Promote the use of vegetation, such as cypress and river birch, in retention and detention basins to enhance stormwater management objectives;

Objective 1.7  
 Policies

Objective 1.8  
 Policy

Objective 1.9  
 Policies



- 1.11.3 The City shall update the Master Flood Control Planning Maps and shall inventory all channels and culverts in all areas annexed after December 31, 2000, within two years of annexation.
- 1.11.2 By 2001, the City shall complete an inventory of all channels and culverts in the areas annexed on or before December 31, 2000.
- 1.11.1 By 2001, the City shall update the Master Flood Control Planning Maps to include all areas annexed on or before December 31, 2000.

Policies

The City shall continue to develop and update baseline data and shall inventory stormwater facilities for the areas annexed into the City since 1991.

Objective 1.11

1.10.1 The City shall provide at least \$200,000 annually for Stormwater Projects.

Policy

The City shall have funds available to pay for the Stormwater Projects listed in the 5-year Schedule of Capital Improvements identified in the Stormwater Management Element.

Objective 1.10

1.9.2 Stormwater management facilities shall be designed to minimize the need for maintenance.

- c. On-site retention and detention facilities shall be integrated with other elements of the proposed development through aesthetically sensitive design and the use of landscaping;
- d. Where possible, maintain and enhance the existing hydrological and ecological function of stream or drainage corridors or wetland areas which serve stormwater facilities; and
- e. Removal of invasive vegetation.





**Goals, Objectives & Policies**



**Intergovernmental  
Coordination Element**

**GOAL 1**

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

**Objective 1.1**

Within one year of adoption of the Intergovernmental Coordination Element, the City of Gainesville shall enter into interlocal or other formal agreements that describe joint processes for collaborative planning and decision-making with the School Board of Alachua County (SBAC), Santa Fe Community College (SFCC), and other units of local government that provide services but do not have regulatory authority over the use of land, and with Alachua County and the City of Alachua. The joint processes shall include coordination on siting of facilities with countywide significance, including locally unwanted land uses.

**Policies**

1.1.1 The City shall enter into an interlocal agreement with SBAC which shall describe joint processes for collaborative planning and decisionmaking on population projections and criteria for the selection of school sites in accordance with the goals, objectives and policies of this plan. Per Sec. 235.193, F.S., the planning effort must also consider the feasibility of keeping central facilities viable, in order to encourage central city redevelopment and efficient use of infrastructure and to discourage urban sprawl.

1.1.2 All development proposals by the SBAC shall be reviewed according to the provisions of the City of Gainesville Code of Ordinances and Comprehensive Plan, subject to the provisions and exclusions of Chapter 235, F.S.



- 1.1.3 The City shall collect sufficient data from the SBAC, SFCC, UF, Florida Department of Management Services, Alachua County and U.S. Government to document the expected impacts of school site improvements and other government installations for concurrency management purposes regardless of whether fees are assessed or building permits are issued by the City.
- 1.1.4 The City shall provide notice of proposed land use amendments and development proposals to governmental agencies providing services that may be affected, including the SBAC, the University of Florida, Santa Fe Community College, applicable Water Management District (WMDs), the Florida Department of Transportation (FDOT), Florida Department of Environmental Protection (FDEP), and Florida Department of Children and Families, and provide an opportunity for the concerns of these agencies to be addressed in the review process.
- 1.1.5 The City shall provide notice of proposed land use amendments and development proposals to Alachua County and the several municipalities within the County and provide an opportunity for the concerns of these local governments to be addressed in the review process.
- 1.1.6 The City shall continue to participate in the Metropolitan Transportation Planning Organization (MTPO) to provide coordinated transportation planning for the Urbanized Area in conjunction with the FDOT, Alachua County, Gainesville/Alachua County Regional Airport Authority, SBAC, UF, FDEP, and North Central Florida Regional Planning Council (NCFRPC).
- 1.1.7 The City shall recommend both to SFCC and the MTPO that SFCC become a member of the MTPO Technical Advisory Committee.
- 1.1.8 The City shall coordinate with MTPO and FDOT in planning services for the transportation disadvantaged within the Regional Transit System service area. Coordination with the MTPO and FDOT shall be achieved through the City's participation in the Technical Advisory Committee of the MTPO.
- 1.1.9 The City shall continue to coordinate with the Gainesville/Alachua County Regional Airport Authority to ensure that non-compatible land uses within the 65, 70 and 75 Ldn airport noise contours are eliminated by requesting the Authority's review of proposed Land Use Plan Amendments and Development Plans within the noise contour areas.
- 1.1.10 The City shall continue to provide information and assistance to the Gainesville Housing Authority, the Alachua County Housing Authority and other agencies providing housing assistance for low-income persons.

**Objective 1.2**

**Policies**

- 1.1.11 The City of Gainesville shall use the NCFRPC to mediate those issues that cannot be resolved through established coordinating mechanisms, as part of the services provided to the city as a dues-paying member of the NCFRPC.
- 1.1.12 The City of Gainesville recognizes the adopted University of Florida Campus Master Plan as the campus master plan prepared pursuant to Florida statutory requirements.
- 1.1.13 The City shall coordinate with the University of Florida in efforts to stabilize and strengthen neighborhoods in the university context area.
- 1.1.14 The City shall coordinate with Santa Fe Community College to develop a master plan for the expansion of its downtown campus that is sensitive to impacts on the Pleasant Street Historic District, the NW Fifth Avenue neighborhood, and on the West University Avenue corridor.
- 1.1.15 The City shall enter into an interlocal agreement with Santa Fe Community College that describes the types of development proposals of SFCC subject to review by the City. Review of SFCC development proposals will be according to applicable provisions of the City of Gainesville Code of Ordinances and Comprehensive Plan, subject to applicable provisions of the Florida Statutes.
- The City of Gainesville shall continue to initiate annexation(s) of areas "urban in character" outlined in Section 9 of the Alachua County Boundary Adjustment Act, and are projected to be urban in character within its designated Urban Reserve Area which meet the criteria of the Alachua County Boundary Adjustment Act. Urban areas within its Urban Reserve Area that meet the criteria of "urban in character" outlined in Section 9 of the Boundary Adjustment Act are subject to annexation by the City.
- 1.2.1 The City shall proceed with annexation according to the criteria of the Alachua County Boundary Adjustment Act. Urban areas within its Urban Reserve Area that meet the criteria of "urban in character" outlined in Section 9 of the Boundary Adjustment Act are subject to annexation by the City.
- 1.2.2 The City shall work with the County to develop the required urban services report that will address the fiscal issues related to urban services for residents in the Urban Reserve Area that are not yet annexed by the City, and minimize the time that one jurisdiction is providing services to an area for which it is not receiving revenue.
- 1.2.3 It is the intent of the city to: annex areas within the adopted Urban Reserve Area that are urban in character and pursue City-sponsored annexations at a minimum of once every two years; and, by 2010, annex half of the urban reserve area or the extent of the utility service area, whichever is greater.



Objective 1.3

Policies

Upon adoption of this plan, the City of Gainesville shall coordinate Level of Service (LOS) standards with Alachua County for those services requiring LOS standards that are provided by the City within unincorporated Alachua County and for those services provided by Alachua County within the City and shall share information with other agencies and individual as needed to promote the goals, objectives and policies of the City, County and Regional comprehensive plans.

- 1.3.1 The City shall adopt the LOS standards for potable water, which are established in the Potable Water and Wastewater Element and in the Concurrency Management Element.
- 1.3.2 The City shall adopt the LOS standards for wastewater, which are established in the Potable Water and Wastewater Element and in the Concurrency Management Element.
- 1.3.3 The City shall set a LOS standard for solid waste per capita as established in the Solid Waste Element and in the Concurrency Management Element.
- 1.3.4 The City shall adopt LOS standards for roads and public transit facilities. For facilities on the Florida IntraState Highway system as defined in Section 338.001, Florida Statutes, the level of service standards shall be as established by the Florida Department of Transportation. For all other road facilities, the City shall adopt adequate level of service standards. Within the Transportation Concurrency Exception Area, development shall be regulated for roadway level of service standards as shown in the Concurrency Management Element.
- 1.3.5 The City shall continue to coordinate with Alachua County through the Technical Advisory Committee to the MTPD in implementing the City's Transportation Concurrency Exception Area.
- 1.3.6 The City shall coordinate with Alachua County, FDOT, and other municipalities to adopt concurrency management mechanisms to maintain adopted LOS standards by:
  - a. Reviewing all County Land Use Plan Amendments that may impact adopted LOS standards within the City; and
  - b. Requesting the County to review and comment on Land Use Amendments that may impact adopted LOS standards within the County.
- 1.3.7 The City shall continue to coordinate with Alachua County and other governmental entities to ensure that the capacity and function of shared watersheds are maintained and that stormwater quantity LOS standards are designed to maintain floodplain elevations at or below

**Objective 1.4**

**Policies**

**The City shall coordinate with Alachua County to resolve planning issues in the urban area.**

- 1.3.8 The City shall set LOS standards for stormwater quality that meet or exceed the requirements of the applicable Water Management District for stream-to-sink basins.
- 1.3.9 Upon adoption of this plan, the City shall make concurrency management information, inventories and other data as are collected and maintained by the City available to other units of government and the public.

1.4.1 The City shall continue to work with the County in developing Land Development Regulations that promote the Goals, Objectives and Policies of the City's Comprehensive Plan. Coordination efforts shall include:

- a. The regulation of land uses and site and facility design in compliance with the Murphree Wellfield Management Code;
- b. The development of guidelines for the design of stormwater detention and retention facilities that allow increased use of native vegetation suitable for stormwater treatment and that encourage greater diversity of plant and animal habitat, particularly within stream-to-sink basins;
- c. The adoption of regulations and design criteria to encourage mass transit, bicycle and pedestrian travel;
- d. The development of a plan, regulations and design criteria for the establishment and preservation of tree-lined streets and giving priority to highly visible streets such as gateways to the City and important activity centers.
- e. The development of a countywide "fair share" housing ordinance for dispersal of affordable housing units.
- f. The development of regulations that restrict urban sprawl.

1.4.2 The City shall seek an interlocal agreement with Alachua County to coordinate the planning, acquisition and management of recreation and open space lands and facilities within the Urban Reserve Area (URA).



- 1.4.3 As part of a tourism development program, the City shall cooperate with the County to prepare a tourism plan and sponsor an economic study of the impacts of cultural, heritage, and eco-tourism on Gainesville and Alachua County.
- 1.4.4 The City shall continue to work with Alachua County to promote cooperative planning within the Urban Reserve Area through the Boundary Adjustment Act and the proposed Joint Planning Agreement.
- 1.4.5 Through joint planning processes, the City and County shall evaluate the impacts of their respective comprehensive plans on "areas of concern" identified in the North Central Florida Regional Policy Plan.
- 1.4.6 Upon the annexation of any land, the City shall begin the process of amending the Comprehensive Plan to reflect data and analysis changes, establish land use on newly annexed areas, and provide services to meet adopted LOS standards.
- 1.4.7 In the interim period between annexation and the amendment of this Comprehensive Plan to include the newly annexed areas, the City shall implement the County's adopted Comprehensive Plan and Land Development Regulations.
- The City shall continue to work with Alachua County, the several municipalities, SFC and UF to protect groundwater and other environmental resources throughout Alachua County.
- 1.5.1 The City shall work with the County to develop and maintain an inventory of wetlands and significant habitat, develop a joint planning effort to conserve and acquire significant habitat in the Urban Reserve Area, develop provisions for offsite mitigation of development impacts upon wetlands, and work towards a county-wide wetlands protection ordinance.
- 1.5.2 The City shall work with the County regarding criteria for the location of hazardous materials collection/transfer treatment facilities. One criterion shall be consideration of potential groundwater contamination.
- 1.5.3 The City shall continue to cooperate with the County and other waste material handlers in the establishment of periodic special waste collection programs for difficult to dispose of waste such as tires, used oil, batteries, and asbestos.

Objective 1.5  
Policies

**Objective 1.6**

**Policies**

- The City shall continue to work with state agencies to assure compliance with the State Comprehensive Plan, the North Central Florida Strategic Regional Policy Plan, and agency functional plans.
- 1.5.4 The City shall continue to cooperate with the County to identify areas of pollution to surface water and groundwater and to establish a monitoring program that provides an annual report describing present conditions and cleanup status. The City shall assist in identifying the parties responsible for the polluted areas and require such parties to mitigate pollution problems. The City shall continue to cooperate with the Alachua County Environmental Protection Department, the Florida Department of Environmental Protection (FDEP), the Water Management Districts, and the United States Environmental Protection Agency (EPA) and shall support the appropriate agencies with efforts to accomplish the following:
    - a. Identify areas of pollution to surface waters and groundwater.
    - b. Establish a monitoring program that provides an annual report describing present environmental conditions and cleanup status.
    - c. Identify parties responsible for polluted areas, and require such parties to mitigate pollution problems.
    - d. Discourage the creation of new brownfield sites by implementing existing regulations and improving them as needed; and
    - e. Encourage environmentally sound development and redevelopment of existing brownfield sites.
  - 1.5.5 The City shall continue to work with FDEP and Alachua County to prepare a plan which at a minimum will be consistent with National Pollution Discharge Elimination System (NPDES) permitting to ensure that water discharged by Sweetwater Branch into Paynes Prairie will be discharged in a manner that will support the reasonable management objectives of FDEP, and City objectives regarding protection of the Floridan Aquifer, wastewater treatment and stormwater management.
  - 1.6.1 The City shall comply with State pollution control requirements at the former Gainesville Airport Landfill and Burn Site described in the Solid Waste Element.
  - 1.6.2 The City shall maintain a water conservation plan consistent with the Water Management Districts' plans.



- 1.6.3 The City shall pursue agreements with the SBAC for joint use and maintenance of SBAC recreation facilities at schools and develop policies for handling liability for public use of all school recreational facilities.
- 1.6.4 The City shall improve the development process of group homes and foster care facilities by improving coordination with the Department of Children and Families and by disseminating information on requirements and procedures for siting them.
- 1.6.5 The City shall promote compact urban development by increasing densities, concentrating commercial and office activities in activity centers and improving access to non-auto transportation in the Transportation Concurrency Exception Area.
- 1.6.6 The City shall evaluate Development of Regional Impact (DRI) proposals that impact the City to ensure appropriate phasing so that the demands of such DRIs are integrated with the expected availability of facilities and services.

# Goals, Objectives & Policies



## Urban Design Element

**PROTECT AND PROMOTE QUALITY OF LIFE AND LIVABILITY FOR THE CITIZENS OF GAINESVILLE THROUGH QUALITY URBAN DESIGN.**

**GOAL 1**

**Objective 1.1**

By 2003, the City shall adopt urban design standards in select locations in the city. Any adopted urban design standards shall reflect the particular character of that portion of the city, and shall reflect that the city includes transitions in character from urban to suburban. In general, the most comprehensive set of urban design standards should be applied to those areas which were built before World War II, which contain design elements that were common before World War II, or which are designed primarily for pedestrian activity, in addition to bicycle, transit and car travel. The City should also seek to establish these traditional, pedestrian-oriented quality-of-life design features in other areas when the need is identified. The City shall review its existing urban design standards for the Traditional City and Central Corridors as to appropriate boundaries, and establish urban design standards for other particular areas of the city as appropriate.

**Policies**

**1.1.1 Indicators of traditional, pedestrian-oriented, urban areas appropriate for urban design standards should include some or all of the following characteristics:**

- Building facades pulled up close to the street, facing the street, and generally aligned.
- Relatively high-density mixed use, compactly laid out to accommodate walking.
- A mixture of housing types or prices.
- Multi-story buildings.
- Connected, narrow streets, or streets with modest turning radii.
- A connected network of sidewalks.
- Mature street trees lined up along the street.



- On-street parking.
  - Off-street parking at sides or rear of buildings.
  - Narrow, smaller lots.
  - Front porches.
  - Garages subservient to primary building.
  - Short block faces.
  - Terminated vistas.
- 1.1.2 The City shall establish urban design standards which protect and promote quality of life, in order to encourage redevelopment and new development within city limits rather than in outlying areas by amending the City Land Development Code to adopt additional urban design standards for any particular parts of the city.
- 1.1.3 By 2002, based on the indicators in Policy 1.1.1, the **Traditional City boundaries** shall be analyzed to determine whether the existing boundaries are appropriate, and whether any adjustments need to be made.
- 1.1.4 By 2002, based on the indicators in Policy 1.1.1, the **Central Corridors** standards and boundaries shall be analyzed to determine whether the existing standards and boundaries are appropriate and whether any adjustments need to be made.
- 1.1.5 By 2002, based on the indicators in Policy 1.1.1, the City shall prepare an analysis of any additional areas where **urban design standards shall apply** in order to create livable areas designed for comfortable travel by walking, bicycling and transit, as well as car, in order to protect and promote quality of life and create a sense of community in those areas.
- 1.1.6 In order of priority, new development and redevelopment in the Traditional City, Central Corridors, and existing activity (mostly shopping) centers shall be designed, as guided by appropriate land development regulations, to make these areas **accessible** for pedestrians, transit and bicycles, as well as cars.
- 1.1.7 In order to encourage neighborhood-serving town centers, the City shall allow for the **designation of new town centers** only if they, at a minimum, meet the following standards:
- Modest commercial build-to lines that pull the building up to a wide streetside sidewalk with a row of trees.
  - Modest instead of abundant off-street parking, located at the rear or side of buildings, and away from pedestrian areas.
  - A sense of arrival and departure.
  - A connected sidewalk and path system promoting safety, comfort and convenience by linking buildings within the Center and to adjacent properties.
  - Building facades facing the street and aligned to form squares,

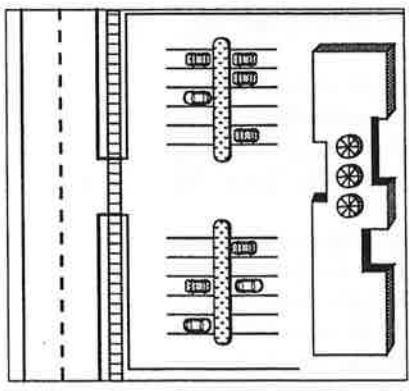
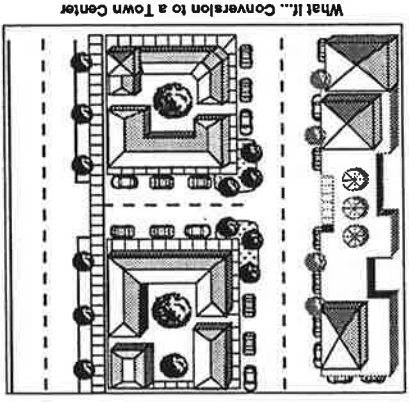
- streets, plazas or other forms of a pleasant public realm.
- A vertical mix of residences above non-residential uses within the center, and a required percentage of Center floor area that is residential and retail.
- No free-standing retail establishment within the center exceeding 30,000 square feet (or some set maximum) of first floor area.
- First floor uses promoting entertainment and retail uses, and articulation and glazing for pedestrian interest.
- Rules that restrict establishment of auto-oriented uses, or uses that generate significant noise, odor, or dust.

1.1.8

The City shall encourage the conversion of activity centers and conventional shopping centers into more traditional, livable town centers through redevelopment or addition of uses, features and structures specified in Policy 1.1.7. Design of such redevelopment shall be supportive of transit. The City should encourage new, additional buildings relatively near the street where site planning allows adequate space, addition of residential units in existing activity centers, and design features that encourage a transformation of shopping centers into appealing, "destination" town centers. The City shall encourage the conversion of surface parking lots to buildings in activity centers being transformed into town centers. Minimum car parking requirements in activity centers shall be reduced as one incentive for the creation of mixed-use activity centers (allowing that former parking area to be used for "inner" buildings).

1.1.9

The City shall strive to achieve a land use and transportation vision described in "Concept A" in the Urban Design Data and Analysis. This future growth concept features compact development, mixed use, infill, and higher densities in appropriate locations. Conventional shopping centers are transformed into walkable town centers, and the city is rich in transportation choices. Civic pride is high because of the high quality of urbanism. Residences and commercial development is increasingly attracted to in-town locations



- 1.2.8 The City shall reduce minimum off-street parking space requirements, as appropriate.
- 1.2.7 By 2002, the City shall identify areas of the city where pedestrian street lighting is appropriate, and develop a plan for installing such lighting by an identified date. Where appropriate, street lighting should be pedestrian-scaled (in both intensity and height), and directed to the street.
- 1.2.6 The City shall prohibit the installation of permanent structures—such as utility and traffic signal poles—within sidewalks, unless a clear width of at least 5 feet is maintained. The City shall require dedication of the necessary right-of-way or provision of an easement to keep such structures out of the sidewalk when clear width is otherwise inadequate.
- 1.2.5 Sidewalks shall have a minimum clear width of five feet wide—wider in areas with large pedestrian volumes.
- 1.2.4 The City shall encourage on-street parking in new developments, and shall re-introduce it in existing areas that would benefit from it—particularly in the Traditional City area.
- 1.2.3 The Land Development Code should require street trees that will provide appropriate canopy and shading benefits, and that will be aligned in a disciplined manner along streets in order to properly frame the street.
- 1.2.2 By 2002, the City shall establish requirements and incentives in the City Land Development Code for new development to install street trees and sidewalks in instances in which they are not required as of the date of adoption of this Element.
- 1.2.1 By 2002, the City shall inventory and prioritize areas in need of street trees, streetside sidewalks (either the filling of gaps or enhancement of the material), modest street light structures, the removal of utility structures and other obstructions from sidewalks, and the undergrounding of utilities. By 2003, the City shall identify funding for such needed public improvements.

Policies

Promote urban livability and aesthetics, including the safety, comfort, and convenience of pedestrians, bicyclists and transit users, while still providing for the needs of car drivers.

Objective 1.2

because urban qualities, such as walkability, vital and livable streets, safe and human-scaled neighborhoods, sociability, and unique character provide a quality urban experience unavailable in outlying suburbs.

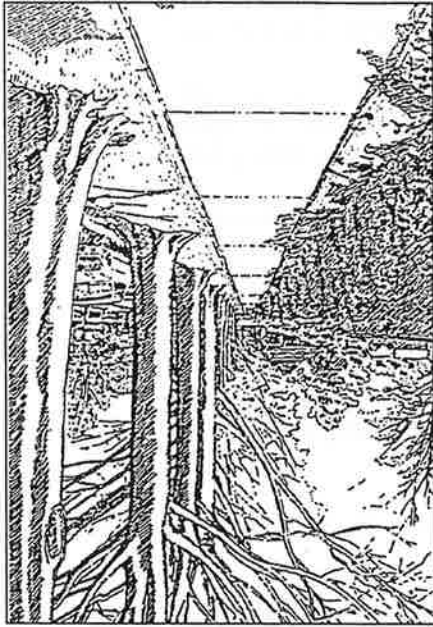


Objective 1.3

Policies

- 1.2.9 The City shall encourage or require primary building entrances to be physically and visually oriented toward streets, parks, and plazas, rather than to interior squares or parking areas.
  - 1.2.10 When allowed by the underlying zoning district, some or all of at least the first floor of multi-level parking garages shall be a wrap of residential, retail or office space.
  - 1.2.11 Terminating certain streets with a prominent vista—such as a government building, park, or clock tower—should be encouraged when a prominent civic building is to be constructed.
  - 1.2.12 CPTED (Crime Prevention Through Environmental Design) principles shall be incorporated, where feasible and appropriate, in new projects.
- Any additions or changes to the existing city street network pattern shall be designed to provide interconnected patterns that promote effective circulation of car, transit, bicycle, and foot traffic, and to take some of the pressure off the major arterial streets in the city as the city grows.

- 1.3.1 Gridded, interconnected street networks with a generally north-south, east-west orientation are encouraged. Streets should be connected with other streets to the maximum extent feasible.
- 1.3.2 Blocks are encouraged to be generally rectangular in shape. Block length and perimeter are encouraged to be modest.
- 1.3.3 Alleys for rear access, when feasible and appropriate, are encouraged.
- 1.3.4 The design of the street network shall make walking within the neighborhood and to neighborhood edges convenient and pleasant.



- 1.6.6 The City shall provide access to nature within the City.
  - 1.6.5 The City will enhance and add to its park system to improve its quality of life for all residents.
  - 1.6.4 Trail designs shall be such that land use linkages, trail continuity, minimal interaction with roads, environmental conservation, and education, and minimal maintenance costs are promoted.
  - 1.6.3 The City shall continue to obtain dedication of trail right-of-way in designated trail corridors and other corridors.
  - 1.6.2 The City shall identify funding for the development of trails and support facilities.
  - 1.6.1 The City shall continue efforts to acquire and reserve corridors for future trails throughout the city.
- Objective 1.6**  
The City shall expand the citywide trail network and park system.
- 1.5.3 Chain link fences shall be discouraged in pedestrian-oriented areas.
  - 1.5.2 Off-street parking lots shall be linked with off-street vehicular, bicycle, and pedestrian connections.
  - 1.5.1 New non-residential and mixed use access points (breaks or openings in walls, fences or berms) shall be required along the side and/or rear of the property, rather than just along the major access street.
- Objective 1.5**  
Walls, fences and berms, where provided, shall be designed for aesthetics, security, durability, and access.
- 1.4.2 In locations where the City continues to allow parking in front, off-street parking adjacent to a street should be visually screened with a wall, fence, hedge, or berm.
  - 1.4.1 In areas where the City seeks to promote transportation choices, all non-residential off-street parking shall be placed to the rear or side of the building, rather than in the front or otherwise adjacent to a street.
- Objective 1.4**  
The City should ensure that the location of off-street surface parking lots reflects quality urban design.

Policies

Objective 1.6

Policies

Objective 1.5

Policies

Objective 1.4



**Objective 1.7**

Policies

The City shall encourage walkable, vibrant, appealing mixed-use developments through its Traditional Neighborhood Development and Planned Development ordinances.

1.7.1 The City shall maintain a traditional neighborhood development ordinance that ensures walkable, vibrant mixed-use developments.

1.7.2 The City shall maintain a planned development ordinance that establishes objectives for walkable developments with their orientation toward streets and street-side sidewalks.

**Objective 1.8**

Policy

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

1.8.1 By 2002, the City shall establish land development regulations that control wall articulation, entrance orientation, building colors, location, drive-througths, building setbacks, location and amount of parking, side and rear facades, number of stories, outdoor lighting, building footprint, compatibility with context, and quality of materials for large, retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

**GOAL 2**

**Objective 2.1**

The City shall, through appropriate land development regulations, provide residential buildings and neighborhoods that meet the diverse needs of all citizens.

2.1.1 While providing other housing forms and types at appropriate locations in order to diversify housing choice, the City shall maintain and enhance its existing conventional, single-family neighborhoods as essential and valuable in their provision of stable housing in the city and in their support of nearby mixed-use, commercial, office and retail activity centers.

2.1.2 The City shall, through appropriate land development regulations, allow and encourage a range of housing patterns, including row house developments, vertical mixed-use, and other multi-family development at appropriate locations—particularly near town centers.

2.1.3 The City shall revise the "density bonus points manual" referenced in Article IV of the Gainesville Land Development Code to

3.1.2 The Master Plan shall include the design of special street corridors (including University Avenue – the Signature Street, Main Street, Central Corridors, and designated Gateways) that will feature modest, human-scaled dimensions, modest and livable design speeds, on-street parking (where feasible), awnings, modest and consistent signs, street trees and street furniture (benches, benches, and street furniture).

3.1.1 The Urban Design Master Plan shall guide a coordinated set of physical improvements in at least the Traditional City portion of the city to link together improvements being undertaken by the City in a variety of focus areas.

Objective 3.1 By 2001, the City shall develop a Citywide Urban Design Master Plan which will establish high-quality public spaces and accompanying high-quality private development in the city.

**GOAL 3 ENHANCE SPECIAL AREAS AND FOCUS AREAS IN GAINESVILLE THROUGH URBAN DESIGN, INCLUDING THE CITY'S OWN INVESTMENTS IN HIGH-QUALITY URBAN DESIGN.**

2.2.3 The City shall explore creation of heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.

2.2.2 The City shall support neighborhood stabilization through effective code enforcement.

2.2.1 The City shall provide neighborhood planning services in order to stabilize and enhance the city's residential neighborhoods. The neighborhood planning program shall work in partnership with residents, citizen groups, and other interested parties in the neighborhoods in order to improve the planning and physical appearance of the neighborhood, including identification and implementation of appearance-related improvements. These improvements shall include street resurfacing and other modifications, where appropriate and feasible, sidewalk improvements, enhancements to street shoulder areas and rights-of-way, when needed and appropriate, beautification of public and open spaces, provision of features that strengthen neighborhood identity, and other such enhancements.

Objective 2.2 The City shall strive to stabilize neighborhoods within the city.

further encourage the development of quality walkable, urban development patterns.

Policies

Objective 3.1

GOAL 3

Policies

Objective 2.2



trash receptacles, bicycle parking, planters, etc.), substantial sidewalks, and other elements which encourage transportation choice and encourage, where appropriate, vital mixed-use and retail environments.

3.1.3 The Master Plan shall include the design of a trail corridor network that is citywide, interconnected, and designed to carry all forms of non-motorized travel. Priority shall be given to the 6<sup>th</sup> Street Rail Trail and associated linear park near University Avenue.

3.1.4 The Master Plan shall be complemented by regulations addressing placement and design of buildings and parking so that, in selected locations, buildings are pulled up relatively closely to streets, and parking is to the rear or side of buildings.

3.1.5 The Master Plan shall include the design of important public spaces such as the downtown Community Plaza, the Thomas Center, and the Stormwater Park.

3.1.6 In general, physical improvements undertaken by the City shall be designed to encourage travel by transit, foot, bicycle, as well as by car, and encourage complementing development and redevelopment by the private sector.

3.1.7 The City shall construct or redevelop civic buildings in a manner which increases the high quality of urban design within the Master Plan, including the renovation of the historic train depot as a destination use of high visual quality, and development and redevelopment of the Kelly Power plant in a manner in which the design serves as an impetus to further high-quality development and redevelopment in the depot area. Public buildings will be designed to serve as role models for private projects. Civic design goals shall be implemented through guidelines for civic buildings.

3.1.8 The City shall encourage the establishment of an Urban Design Center, which will feature displays of current development plans and urban design efforts within the city, enabling increased and ongoing citizen participation in, and awareness of, such projects.

The City shall encourage University Avenue to become Gainesville's "Signature Street" as a potential magnet for high-quality development. The City's investments in infrastructure on this corridor, from West 38<sup>th</sup> Street to Waldo Road, shall be the highest priority in the city.

3.2.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install durable and appealing street furniture.

Objective 3.2

Policies



- 3.2.2 The City shall encourage the use of mast arms for traffic signals, where needed.
- 3.2.3 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install, where feasible, ample sidewalks and prominent crosswalks.
- 3.2.4 The City shall encourage excellence in development and redevelopment along University Avenue, recognizing that our most important corridor should be faced by development of the best feasible urban design.
- 3.3 The City shall implement urban design policies for University Avenue from West 6<sup>th</sup> Street to West 13<sup>th</sup> Street to reflect the importance of this segment of University Avenue as a downtown-university connector.
- 3.3.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install widened sidewalks, quality street furniture, and street trees.
- 3.3.2 Where needed, the City shall coordinate with the Community Redevelopment Agency, as appropriate, to install sheltered bus stops.
- 3.3.3 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install modest height, pedestrian-scaled lights that reduce glare.
- 3.3.4 The City should encourage the establishment of on-street parking. The City should encourage off-street parking to be in the rear or on the side of buildings.
- 3.3.5 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install prominent crosswalks (such as textured, colored crosswalks).
- 3.3.6 The City shall encourage buildings to be a minimum of 2 stories or equivalent height that include retail and restaurants on the ground floor with awnings, and upper floors occupied by offices, residences, or shops.
- 3.3.7 The City shall encourage new buildings to be relatively close to the streetside sidewalk, with large, streetfront building windows.
- 3.3.8 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to encourage outdoor cafes and street vendors.

Policies

Objective 3.3



- 3.5.7 The City shall establish more on-street parking downtown.
  - 3.5.6 The City shall encourage renovations of historic buildings downtown and new development or redevelopment that is sensitive to the context or scale of historic buildings near the new development or redevelopment.
  - 3.5.5 The City shall increase the residential mix in the downtown, and ensure that affordable housing options are available in the downtown.
  - 3.5.4 The City shall improve the streetscape in the downtown to provide better sidewalk connections, fill existing gaps in sidewalks, provide pedestrian-level lighting, provide public gathering spaces, and provide street trees.
  - 3.5.3 The City shall increase connections, both pedestrian and vehicle, between downtown and the Depot area, to the extent feasible.
  - 3.5.2 The City shall increase connections between downtown and the University, including physical improvement to the streetscape along University Avenue between downtown and the University that encourages pedestrian, transit and automobile connections between the two.
  - 3.5.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to focus design improvements on University Avenue streetscape as a first priority, since it is the "signature street" through downtown and sets the stage for the urban design character of the downtown in general.
- Objective 3.5**  
The City shall coordinate with the Community Redevelopment Agency, as appropriate, to implement urban design improvements for Downtown Gainesville.
- 3.4.2 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install medians at centers in appropriate locations and crosswalks at appropriate locations.
  - 3.4.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install high-quality streetscaping.
- Objective 3.4**  
The City shall encourage improvements on University Avenue east of Main Street to attract economic development and redevelopment, and encourage the extension of "downtown quality attractions" along that corridor.

Policies

Policies



3.5.8 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to enhance the downtown plaza by creating new dressing rooms for stage acts, encouraging more vendors and entertainment, creating more seating and tables, improving the restrooms, creating more dancing space, and improving the lighting.

**Objective 3.6**  
The City shall enhance and maintain urban design standards in place for College Park, and invest in its streetscape and public infrastructure.

3.6.1 The City shall improve its existing College Park Special Area Plan so that the Plan is more readable, lends itself more simply to redevelopment, and includes originally omitted standards such as requiring appropriate room for sidewalks and street trees.

3.6.2 The City shall recognize the potential of College Park to be a mixed-use, livable neighborhood proximate to the University by maintaining in place a Special Area Plan promoting urbane, mixed-use development.

3.6.3 The City shall continue to coordinate with the Gainesville Community Redevelopment Agency to invest in high-quality pedestrian streetscape in College Park, using the NW 16<sup>th</sup> Street infrastructure near University Avenue as a general model for sidewalks, key crosswalks, street trees and pedestrian-scaled lighting.

**Objective 3.7**  
The City shall adopt and maintain urban design policies for University Heights and invest in its streetscape and public infrastructure.

3.7.1 The City shall recognize the potential of University Heights to be a mixed-use, attractive neighborhood proximate to the University and downtown by adopting and maintaining a Special Area Plan for University Heights as an attractive place to live, work, and shop.

3.7.2 The City shall continue to coordinate with the Community Redevelopment Agency to invest in appealing pedestrian streetscape in University Heights in order to encourage livability of this neighborhood near the city's center and provide walkable, and inviting sidewalks.

Policies

Policies

Objective 3.9

Policies

- 3.9.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to fill in sidewalk gaps and upgrade existing streetscape.
- 3.9.2 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install appealing pedestrian-oriented lighting.
- 3.9.3 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to create connections to nearby parks and facilities.
- 3.9.4 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to install prominent streetscape and crosswalks at West 6<sup>th</sup> Street.

Objective 3.8

Policies

The City shall encourage the redevelopment of the Depot area as a vibrant area with a mix of uses.

- 3.8.1 The City shall rehabilitate the old train depot as a "destination" use.

- 3.8.2 The City shall redevelop the Kelly power plant with attractive design and edges that enhance the Depot area.

- 3.8.3 The City shall provide a junction of trails, and appealing civic infrastructure to encourage further investment in the area.

- 3.8.4 The City shall plan and construct a stormwater park with a natural design to act as an enhancement for the area with input from neighborhood residents.

- 3.8.5 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to fill sidewalk gaps, particularly along SE 4<sup>th</sup> Avenue.

- 3.8.6 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to create prominent crosswalks at appropriate locations.

The City shall coordinate with the Community Redevelopment Agency, as appropriate, to improve the streetscape along NW 5th Avenue as the physical centerpiece to the redevelopment and stabilization of the Fifth Avenue/Pleasant Street neighborhoods.





Goals  
Objectives  
Policies

**Objective 3.10**

The City shall improve West 6<sup>th</sup> Street from Depot Avenue to NW 8<sup>th</sup> Avenue, in coordination with the Community Redevelopment Agency, and improve West 6<sup>th</sup> Street from S. Depot Avenue to SW 16<sup>th</sup> Avenue.

**Policies**

3.10.1 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to enhance the quality of West 6<sup>th</sup> Street to encourage development and redevelopment along this corridor near University Avenue, and incorporate and complement the design of the adjacent linear park to be established.

3.10.2 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to complement the linear park with crossings at prominent intersections.

3.10.3 The City shall coordinate with the Community Redevelopment Agency, as appropriate, to encourage West 6<sup>th</sup> Street to be lined with Santa Fe Community College buildings, and commercial or residential buildings in the blocks just north and south of University Avenue.

3.10.4 The City shall include a pedestrian-oriented linear park where the 6<sup>th</sup> Street trail crosses University Avenue.

**Objective 3.11**

The City shall enhance Waldo Road.

**Policies**

3.11.1 By 2001, the City shall create dramatic, low-maintenance landscaped medians along Waldo Road.

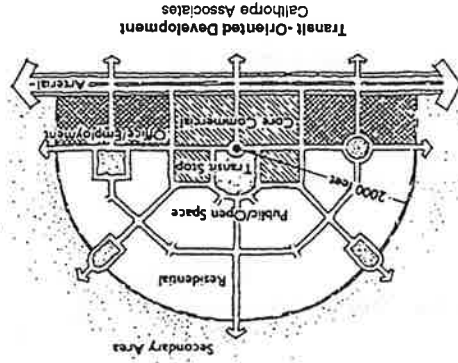
3.11.2 By 2001, the City shall begin establishing oak street trees that are relatively large when planted, and limbed up, for shade along Waldo Road. Palm trees shall be installed for drama and formality, and understory landscaping for screening.

3.11.3 By 2002, the City shall encourage use of large streetfront building windows along Waldo Road.

3.11.4 The City shall continue to create a pleasant rail-trail designed for bicyclists, pedestrians, and the disabled along Waldo Road.

**Objective 3.12**

The City should implement urban design policies for the Westgate Activity Center, complemented with a restored, more attractive Hogtown Creek at the Center, in order to encourage its redevelopment into a vital, mixed-use center with the creek as its design focus.



- 3.13.5 The town center should be designed to serve as a transit hub.
- 3.13.4 New buildings should be at least 2 stories in height.
- 3.13.3 Appropriate land development regulations shall encourage the incremental replacement of surface parking with multi-story structured parking that has a liner building at least as high as the parking, and containing offices and retail.
- 3.13.2 New buildings should be relatively close to the streetside sidewalk, so that those on the sidewalk can enjoy what is inside the building, feel more safe and secure and sheltered from weather, find a more convenient walking distance to the building, and increase the security of those on the sidewalk.
- 3.13.1 The City should encourage infill retail, office and residential buildings on portions of the existing parking lot sites. In general, the overall location of new buildings should be designed to eventually form a grid of streets with on-street parking and a modest width between facing buildings. New buildings and uses should be scaled and designed so that the intensity is compatible with nearby residences. Redevelopment of this activity center shall integrate the use of transit.

**If feasible, the City should implement urban design policies for the NW 13<sup>th</sup> Street Activity Center.**

- 3.12.3 Through appropriate regulations and incentives, the City shall allow and promote incremental orientation of retail and service shops in surrounding shopping and office areas so that at least one entrance faces (and interacts with) the creek. In part, this can be accomplished with creek seating areas or overlooks associated with the businesses.
- 3.12.2 The City shall coordinate with private owners and developers to create more visual or physical public access to the creek with such features as overlooks, walkways, seating areas, and weed control.
- 3.12.1 The City shall coordinate with the Florida Department of Transportation to restore the creek channel into more of a naturalized area that promotes aesthetics in this high-visibility location.

**Objective 3.13**

Policies

Policies



3.16.2 Gateways should be lined with majestic trees, homes, and cultural and commercial buildings that inspire dignity and pride in Gainesville.

3.16.1 Gateways should convey a sense of arrival and departure.

Policies

The City shall implement urban design policies for designated Gateway Corridors.

Objective 3.16

3.15.1 The City shall work with Santa Fe Community College downtown to develop design guidelines to construct new buildings at least two stories high; construct buildings to be set close to streetside sidewalks; construct buildings to form a public square encompassing the NW 6th Street rail corridor between University Avenue and NW 3rd Avenue; and construct buildings to form and face the square.

Policies

The City shall work with Santa Fe Community College downtown to provide support to develop in a more traditional form.

Objective 3.15

3.14.4 The City and the University shall work together to enhance SW 34th Street on the western edge of campus in order to promote a more walkable, quality urbanism.

3.14.3 The City shall work with the University to expand its efforts to encourage bicycling, walking, transit and carpooling to campus, through the Corridors to Campus plan and continued support for an employee transit program.

3.14.2 The City shall work with the University to strengthen the image of the City and the University through better design along University Avenue and West 13th Street.

3.14.1 The City shall consider the architecturally significant historic structures of the University when developing standards or guidelines for redevelopment within the areas adjacent to the campus.

Policies

The City shall support the University of Florida design efforts contained in the Urban Design, Architectural Design Guidelines and Landscape Design Guidelines Elements of the Campus Master Plan.

Objective 3.14

3.13.6 New sidewalks should be wide enough to comfortably carry large volumes of pedestrians and provide ample room for trees.



**Objective 3.17**

Policies

- 3.16.3 Gateways should be free of visually obtrusive, human-built structures such as outdoor storage, auto sales and service, and junkyards, or other excessive clutter.
  - 3.16.4 When feasible, gateway tree plantings should provide a tree canopy over the street through street trees, tree medians, or both. Plantings shall screen any utilities that remain, when feasible.
  - 3.16.5 Landscape maintenance should be minimized through design, plant selection, and water conservation.
  - 3.16.6 Transportation choices (various forms of transportation) shall be emphasized along Gateways.
  - 3.16.7 The City should develop and implement a design prototype for Gateways into the City and into the Traditional City.
- The City shall enhance public art.**

**Objective 3.18**

Policies

- 3.17.1 The City should encourage public and private display of art in visible locations.
  - 3.17.2 The City should support public art projects through its Art in Public Places ordinance which dedicates at least one percent of the cost of new, renovated, and/or expanded buildings to public art.
  - 3.17.3 The City should fund public art and sculpture along its important thoroughfares and public spaces, identify appropriate locations for its placement, and sponsor design competitions to ensure public input into the process.
- Educate citizens and provide awareness of the City position on various design principles with an Urban Design Toolbox and enhanced historic preservation guidelines.**
- 3.18.1 By 2002, the City shall publish an Urban Design Toolbox. The Toolbox shall provide an array of urban design tools which may be used when developing or redeveloping in the city, in order to promote livability and best urban design practices.
  - 3.18.2 By 2001, the City shall publish enhanced historic preservation guidelines, not changing historic preservation requirements but providing clearer graphic guidance as to historic preservation design goals.





**Goals, Objectives & Policies**



**Cultural Affairs Element**

**GOAL 1**

**EXPAND THE ROLE OF THE CITY TO MEET THE NEED FOR SERVICES, COORDINATION, LEADERSHIP AND FUNDING FOR THE CULTURAL GROWTH OF THE COMMUNITY.**

**Objective 1.1**

**The City shall identify and promote a broad base of financial support for the arts.**

**Policies**

**1.1.1 The City shall maintain a funding commitment of \$145,000 at a minimum annually to the arts through a general government grants program.**

**1.1.2 The City shall continue investigating methods to increase arts funding, such as additional dedicated funding sources.**

**Objective 1.2**

**The City shall enhance its Local Arts Agency (LAA) services to individual artists and small arts organizations.**

**Policies**

**1.2.1 The City shall hold at least two workshops yearly to address issues of concern, such as: access, professionalism, fiscal accountability, marketing, audience development, grants writing, and others.**

**1.2.2 The City shall serve as a resource center for grant applicants, providing reference materials and technical assistance to organizations and individuals.**

<p><b>Objective 1.3</b> The City shall increase its visibility as the LAA and recognition of its role in the arts community.</p>	<p>1.3.1 The LAA shall continue to promote events in the North Central Florida Region through annual publication of a master calendar.</p> <p>1.3.2 The LAA shall produce and update a brochure explaining its services and programs.</p> <p>1.3.3 The LAA shall produce an annual forum to recognize members of the business community for their support of the arts.</p>	<p><b>Objective 1.4</b> The City shall identify the range of facilities needed for presentation of the arts, and the physical improvements necessary to existing facilities to provide comfortable access for all and the locational needs for cultural activities which will encourage and maintain community spirit.</p>	<p>1.4.1 The City shall sponsor cultural events in the downtown central city core and other redevelopment areas in order to foster reinvestment in these communities.</p> <p>1.4.2 Every five years, the City shall continue to review the physical conditions and accessibility of existing arts facilities and other city owned properties for their potential to meet identified facility needs.</p> <p>1.4.3 The City should investigate purchasing or constructing an auditorium for the performing arts.</p>	<p><b>Objective 1.5</b> The City shall develop a tourism plan by 2001 that promotes cultural heritage and ecotourism in Alachua County through a coordinated countywide effort.</p>	<p>1.5.1 The City shall identify types of cultural events, ecological resources, museums, parks and historical sites that can attract tourism to Gainesville and Alachua County.</p> <p>1.5.2 The City shall establish a tourism task force to advise the City Commission on tourism issues and development of the tourism plan.</p> <p>1.5.3 The City shall develop and implement a yearly marketing plan to promote local cultural, heritage and natural entities and attract new local and out of town audiences.</p>	<p>Policies</p> <p>Policies</p> <p>Policies</p>
--	--	--	--	---	--	---

Policies

2.3.1 The City shall cooperate with the School Board of Alachua County to enhance arts education through advocacy of the arts and support of extracurricular arts.

Objective 2.3

The City shall enhance and support opportunities for artistic training and preparation across all creative and performing art forms and at all levels.

2.2.4 The City shall encourage the use of prominent venues for the display and presentation of locally produced art through ARTSREACH and other programs.

2.2.3 The City shall annually recognize private businesses which host regular art exhibits.

2.2.2 The City shall fund public art and sculpture along its important thoroughfares and public spaces, identify appropriate locations for its placement, and sponsor design competitions to ensure public input into the process.

Policies

2.2.1 The City shall support public art projects through its Art in Public Places ordinance, that dedicates at least 1 percent of the cost of new, renovated and/or expanded public buildings, to art.

Objective 2.2

The City shall encourage public and private display of art.

2.1.2 The City shall effectively communicate information about arts offerings by continuing to emphasize outreach to all areas within the city.

Policies

2.1.1 The City shall continue to study price, transportation, and handicapped access in order to identify ways to reduce barriers to community participation for the arts.

Objective 2.1

The City shall maximize access to the arts.

GOAL 2

THE CITY SHALL FOSTER THE GROWTH OF A COMMUNITY WHERE THE ARTS ARE INCORPORATED AS A PART OF DAILY LIFE FOR ALL CITIZENS AND BECOME A PROMINENT ELEMENT FOR CREATING PEDESTRIAN ORIENTED STREETSAPES AND PUBLIC SPACES.

1.5.4 The LA shall continue work with arts organizations and the hospitality industry to develop effective promotion of events and activities.



**Objective 2.4**

**The City shall promote and designate Downtown Gainesville as an arts and entertainment district.**

2.3.2 The City shall continue to support programs which stimulate artistic creativity and/or develop creative artists.

Policies

2.4.1 The City shall improve the Downtown Plaza by January 2004, to allow expanded possibilities for performance. Such facilities shall include dressing rooms, improved stage floor, and enhanced lighting and audio equipment.

2.4.2 By 2001, the City shall increase the use of the Downtown Plaza by expanding the number of performances over the present.

2.4.3 By 2003, the City shall increase the visibility of Downtown Gainesville as an arts and entertainment destination by installing decorative hanging pole panels along University Avenue and Main Street, creating a sense of Downtown Gainesville as a distinct area. Selection of the panels should be through design competition to ensure maximum public input into the design process.

2.4.4 By 2001, the City shall identify funding sources to publish a calendar of events within the downtown arts and entertainment district and disseminate in local newspapers, within informational kiosks, and on websites and other appropriate means of advertisement.

2.4.5 The City shall consider amending the Gainesville Code of Ordinances to provide the opportunity for musicians to perform on sidewalks in order to enliven sections of Downtown Gainesville.

2.4.6 By 2001, the City shall establish informational kiosks in Downtown Gainesville.

2.4.7 The City shall identify appropriate locations in Downtown Gainesville for pedestrian oriented public art.