

Appendix A Comprehensive Plan GOPs

Exhibit A-1

Future Land Use Element

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

Policy 2.1.2 The City's Future Land Use Plan should strive to accommodate increases in student enrollment at the University of Florida and the location of students, faculty, and staff in areas designated for multi-family residential development and/or appropriate mixed-use development within 1/2 mile of the University of Florida campus and the medical complex east of campus (rather than at the urban fringe), but outside of single-family neighborhoods.

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

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

Transportation Mobility Element

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

standards in Zones B, C, or D. Within Zone M, the proportionate share calculation for standards shall include the additional costs associated with meeting the Context Area transit funding requirements in this policy.