

Appendix A Comprehensive Plan GOPs

Exhibit A-1 Comprehensive Plan GOPs

Future Land Use Element

Objective 4.1 **The City shall establish land use designations that allow sufficient acreage for residential, commercial, mixed-use, office, industrial, education, agricultural, recreation, conservation, public facility, and institutional uses at appropriate locations to meet the needs of the projected population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites.**

Policy 4.1.3 The City will review proposed changes to the Future Land Use Map by considering factors such as, but not limited to, the following:

1. Consistency with the Comprehensive Plan;
2. Compatibility and surrounding land uses;
3. Environmental impacts and constraints;
4. Support for urban infill and/or redevelopment;
5. Impacts on affordable housing;
6. Impacts on the transportation system;
7. An analysis of the availability of facilities and services;
8. Need for the additional acreage in the proposed future land use category;
9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6)(a)9., F.S.;
10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy; and
11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

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

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

Transportation Mobility Element

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

Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

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

Zone E Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to

- the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
 - d. Provision of matching funds for transit or other transportation mobility-related grants.
 - e. Provision of Park and Ride facilities, built to RTS needs and specifications.
 - f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
 - g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
 - h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
 - i. Funding for the construction of new or expanded transit facilities.
 - j. Construction of bus shelters built to City specifications, where transit service is available.
 - k. Bus shelter lighting using solar technology designed and constructed to City specifications, where transit service is available.
 - l. Construction of bus turn-out facilities to City specifications, where transit service is available or planned as shown in the Transit Development Plan, Bus Stop Improvement Plan or 5-Year Schedule of Capital Improvements.
 - m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
 - n. Business operations shown to have limited or no peak-hour roadway impact.
 - o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.12 The City establishes the following priority for transportation mobility projects within Zone E and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Widening SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of new or expanded transit facilities.