

Appendix A Comprehensive Plan GOPs

Exhibit A-1

Future Land Use Element

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.

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

Residential Low-Density (up to 12 units per acre)

This land use category shall allow dwellings at densities up to 12 units per acre. The Residential Low-Density 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 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.

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.

Goal 2 Redevelop areas within the city, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl.

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

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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.

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.

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

Objective 1.7 The City shall work with community partners such as the University of Florida, Santa Fe Community College, the Gainesville Area Chamber of Commerce, Alachua County, and the Alachua County School Board to help develop the Innovative Economy within the non-residential areas of the Gainesville Innovation Zone. For purposes of this objective, Innovative Economy means those technology firms and/or entities that bring a new process or technique to the production process and that are often, but not exclusively, related in some manner to University driven research, and are generally represented by sectors such as Agritechology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.

Policy 1.7.1 The City shall work with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.

Concurrency Management Element

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.

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- 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.