

LEGISLATIVE #

120639B

Exhibit A-1: 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.

Policies

- 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.
- 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.
- 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.
- 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.
- 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.
- 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 in 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).

Policies

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

- 1.2.3 The City should encourage mixed-use development, where appropriate.
- 1.2.4 The City should reduce or eliminate minimum parking requirements, where appropriate.
- 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.
- 1.2.6 The City should encourage or require buildings to put “eyes on the street” with front facade windows and doors.
- 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.
- 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.
- 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.
- 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.
- 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.
- ~~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.

Policies

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

Policies

- 1.4.1 Office complexes at least 10 acres in size shall, when feasible, include retail, service and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.
- 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.
- 1.4.3 Mixed-use development should emphasize transit design and compatible scale – compatible scale especially when facing each other on a street.
- 1.4.4 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.
- 1.4.5 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate, 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.

Objective 1.5 Discourage ~~sprawling, low density dispersal of the urban population~~ the proliferation of urban sprawl.

Policies

- 1.5.1 The City shall 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.
- 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.
- 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.
- 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 re-paving, undergrounding utilities, street lights, and public parks.
- 1.5.5 The City ~~should encourage~~ recognizes Alachua County's use of the Urban Cluster, as adopted on their Future Land Use Map, to give consideration to establishing as an urban growth boundary.
- 1.5.6 The City certifies that the entire area within current city limits meets the Chapter 163.3164(29), Florida Statutes' definition of an existing urban service area as supported by the Data and Analysis Report. ~~The City hereby establishes city limits as an existing urban service area for the purposes of the Transportation Concurrency Exception Area (TCEA).~~
- ~~1.5.7 The City also establishes, as supported by the Data and Analysis Report, within the existing urban service area, as of the effective date of this amendment, a designated urban redevelopment area pursuant to Chapter 163.3164(26), Florida Statutes. The Designated Urban Redevelopment Area shall be part of and shown in the adopted Future Land Use Map Series.~~
- ~~1.5.8 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, Florida Statutes.~~
- 1.5.79 The future 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, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice.

Policies

- 2.1.1 The City shall continue to develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.
- a. The City should consider the unique function and image of the area through design standards 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.
- 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.
- 2.1.3 The City should continue to concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.
- ~~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. The designated Urban Infill and Redevelopment Area shall be part of and shown in the adopted, Future Land Use Map Series.~~

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 October 29, 2012 (Updated 12/11/12 based on Plan Board recommendations)

2.1.45 The City shall strive to implement certain land use-related elements of Plan East Gainesville, including but not limited to:

- a. Establishing a three-tiered land use transect for east Gainesville to transition land development regulations from urban to suburban to rural; and,
- b. Coordinating with Alachua County in its development of a strategy for the Alachua County fairgrounds for creation of a mixed-use employment center; and,
- ~~e. Coordinating with Alachua County and the Tourist Development Council to evaluate the site east of Fred Cone Park as a potential cultural or recreational center to be compatible with the existing uses at Cone Park.~~

Objective 2.2 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 School Board of Alachua County to help develop the Innovative Innovation Economy within the nonresidential areas of the Gainesville Innovation Zone (Note: The Innovation Zone map is part of the Future Land Use Map Series). For purposes of this objective, Innovative Innovation 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 Agritechnology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.

Policies

- 2.2.1 The City shall use the City's Strategic/Action Plan for Economic Development and shall work with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.
- 2.2.2 The City shall review the comprehensive plan and the land development code on a bi-annual basis with respect to the appropriate development of the Gainesville Innovation Zone. Should such review conclude that any amendments to the comprehensive plan or land development code pertaining to the Gainesville Innovation Zone are needed, the City shall draft such amendments and present them to the City Plan Board.
- 2.2.3 The City shall work to ensure that adequate public infrastructure is in place for development of the Gainesville Innovation Zone.
- 2.2.4 The City shall work to ensure that pertinent local, state, and federal incentive programs are made available to those seeking Innovative Innovation Economy development opportunities.

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- 2.2.5 The City shall work to ensure that negative impacts resulting from ~~Innovative~~ Innovation Economy development within the Gainesville Innovation Zone are minimized, particularly with respect to adjacent residential areas.

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 in the Future Land Use Map Series, through the Development Review Process and land acquisition programs.

Policies

- 3.1.1 Standards and guidelines established in Conservation, Open Space, and Groundwater Recharge Element Objective 1.1 and its Policies shall be used to protect environmentally sensitive resources identified in the Environmentally Significant Land and Resources map series within the Future Land Use Map Series or in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department web site. The Future Land Use Element Environmentally Significant Land and Resources map series shall be updated from time to time to reflect the most current information in the GIS Map Library. In the periods between comprehensive plan updates, the GIS Map Library shall be the reference source.
- 3.1.2 The City shall regulate development in Floridan aquifer high 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 and 2.3.6 of the Conservation, Open Space and Groundwater Recharge Element.
- 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.~~
- 3.1.4 The City shall protect floodplain and flood channel areas consistent with Policy 2.4.9 of the Conservation, Open Space & Groundwater Recharge Element. ~~Areas through existing land development regulations that:~~
- 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;~~

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- ~~e. 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 would reduce the capacity of the floodplain;~~
 - ~~f. Prohibit development that would exacerbate post-development 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.~~
- 3.1.5 ~~The Master Flood Control Maps 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.~~

Floodplains and flood channels shall be delineated by the most recent Flood Insurance Rate Map (FIRM) of the Federal Emergency Management Agency (FEMA) or a localized study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department. (NOTE: this change is already being processed in Ordinance 120209 (Petition PB-12-58CPA) and will be transmitted to the Florida Department of Economic Opportunity on November 15, 2012)

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

Policies

- 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlays ~~Districts~~ shall be consistent with the goals, objectives and policies of the Historic Preservation Element. The Historic Preservation/Conservation Overlays are mapped in the Future Land Use Element map series and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department web site.
- 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.

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- 3.2.3 ~~By 2003, the~~ The City shall incorporate maintain the location of known archaeological and historic sites on file with the Florida Master Site File Office into its geographic information system.
- 3.2.4 The City shall include protection of archaeological resources in its land development regulations.

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.

Policies

- 3.3.1 ~~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.~~

The City shall coordinate with public and private utilities to ensure that adequate land is available for utility facilities.

- ~~3.3.2 Prior to the approval of an application for a development order or permit, a concurrency analysis 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.~~

- 3.3.2 The availability of on-site and off-site utilities and the availability of adequate land to site the utility facilities needed to serve new development shall be a review requirement in the development review process.

- ~~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 The City shall ensure that services and facilities needed to meet and maintain the LOS standards adopted in this Plan are provided.

Policies

- 3.4.1 The City shall continue to determine and monitor whether facilities and services to serve proposed development meet adopted Level of Service (LOS) standards, require of the development facilities needed to serve the development prior to the issuance of any development order The Concurrency Management System shall be used to maintain adopted LOS standards that are included in the Concurrency Management System. Transportation LOS is excluded from the Concurrency Management System.

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- ~~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.~~
- 3.4.2 Prior to the approval of an application for a development order or permit, a concurrency analysis shall be made, and no final development order shall be issued unless existing facilities and services have capacity in accordance with ~~locally~~ the City's adopted Level of Service (LOS) standards that are included in the Concurrency Management System, 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. Concurrency requirements shall be met consistent with Objective 1.2 and associated policies in the Capital Improvements Element.
- ~~3.4.3 The City shall continue to require that copies of any applicable, required federal, State, or regional permits shall be submitted prior to issuance of a final development order.~~
- 3.4.3 The City shall use the 5-Year Schedule of Capital Improvements to ensure the availability of adequate public facilities and services.
- 3.4.4. Notwithstanding the state law exemption in dense urban land areas from the state development-of-regional-impact (DRI) review process, as provided in Chapter 380.06 F.S. Chapter Law No. 2009-96, Laws of Florida, large developments that trip the DRI threshold shall be required to address their regional impacts, consistent with the City's coordination policies in the Intergovernmental Coordination ~~and Concurrency Management Elements~~. ~~This may involve mitigation of impacts on adjacent local government or State facilities as determined in the review process.~~
- 3.4.5 The City's Comprehensive Plan contained a Concurrency Management Element and Transportation Concurrency Exception Area (TCEA) first adopted in 1999. The City relied upon the provisions of the Concurrency Management Element and TCEA for the issuance of final development orders that include Planned Development ordinances that are still valid. The City recognizes that it is important to provide for a transition from the TCEA and Concurrency Management Element to a new Transportation Mobility Program (as adopted in the Transportation Mobility Element) for both the development community and the City. Therefore, notwithstanding the repeal of the Concurrency Management Element and TCEA in 2013 as part of the Evaluation and Appraisal update of the Comprehensive Plan, the City recognizes that agreements and conditions related to the Concurrency Management Element and the TCEA shall remain valid for those active final development orders approved while the Concurrency Management Element was in effect. Copies of the last adopted version of the Concurrency Management Element shall remain on file with the City's Planning and Development Services Department for the limited purpose of administering those active final development orders as though the program were still in full effect. Amendments to final development orders previously approved under the Concurrency Management Element provisions shall be subject to the transportation mobility program in effect at the time of application if the amendment alters the development's trip generation calculations. Developers may

choose to opt into the new Transportation Mobility Program subject to meeting requirements for any new transportation studies necessary to evaluate the development.

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.

Policies

- 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.
- 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.
- 3.5.3 The City shall encourage the location of schools proximate to urban residential areas consistent with Policy 3.1.1 of the Public Schools Facilities Element.
- 3.5.4 The City shall designate compatible land uses within the vicinity of the Gainesville Regional Airport consistent with Chapter 333, Florida Statutes and Objective 9.2 of the Transportation Mobility Element.

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

Policies

- 3.6.1 The City's land development regulations shall continue to require submission of soils and topographic information 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.
- 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.
- 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 CENTERS TO PROVIDE GOODS AND SERVICES TO CITY RESIDENTS; PROTECTS 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, education, agriculture, recreation, conservation, public facility, and institutional~~ 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.

Policies

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. 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 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. 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.

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. The land shown as Residential Medium-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family, 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 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 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. Land development regulations shall determine gradations of density, specific uses, percentage of floor area and maximum floor area appropriate for secondary uses. 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. 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 10

percent of the total residential floor area per development.

Mixed-Use Low-Intensity (8-30 units per acre)

This category allows a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, 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, and traditional neighborhoods on sites 16 acres or larger in conformance with the adopted Traditional Neighborhood Development (TND) ordinance. Residential development shall be limited to 8 to 30 units per acres. 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. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by special use permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest (or no) front setbacks.

This category shall 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 Medium-Intensity (12-30 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 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 neighborhood 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 centers. Residential development shall be limited to 12 to 30 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. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by special use

permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. Buildings in this land use category shall face the street and have modest (or no) front setbacks.

Mixed-Use High-Intensity (up to 150 units per acre)

This category allows a mixture of residential, office, business uses and light industrial uses concentrated in mapped areas. This category shall also allow traditional neighborhoods 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 center serving the urban area. When in accord with all other land use regulations, residential densities up to 150 units per acre shall be permitted. Land development regulations shall be prepared to ensure the compact, pedestrian character of these areas. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 4 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. 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.

Urban Mixed-Use 1 (UMU-1: 8 -75 units per acre; and up to 25 additional units per acre by special use permit)

This category allows a mixture of residential, retail, service and office/research uses. The Urban Mixed Use districts are distinguished from other mixed-use districts in that they are specifically established to support research and development in the physical, engineering and life sciences in close proximity to the University of Florida main campus. An essential component of the district is orientation of structures to the street and multi-modal character of the area. Retail and office uses located within this district shall be scaled to fit into the character of the area. Residential density shall be limited to 75 units per acre with provisions to add up to 25 additional units per acre by special use permit. Lots that existed on November 13, 1991 and are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. All new non single-family principal buildings shall have a minimum height of 24 feet. Building height shall be limited to 6 stories. Land development regulations shall set the appropriate densities; the distribution of uses; design criteria; landscaping, and pedestrian/vehicular access.

Urban Mixed-Use 2 (UMU-2: 10 to 100 units per acre; and up to 25 additional units per acre by special use permit)

This category allows a mixture of residential, retail, service and office/ research uses. The Urban Mixed Use districts are distinguished from other mixed-use districts in that they are specifically established to support research and development in the physical, engineering and life sciences in close proximity to the University of Florida main campus. An essential component of the district is orientation of structures to the street and multi-modal character of the area. Retail and office uses located within this district shall be scaled to fit into the character of the area. Residential density shall be limited to 10 to 100 units per acre with provisions to add up to 25 additional units per acre by special use permit. 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. All new non-single-family principal buildings shall have a minimum height of 24 feet. Building height shall be limited to 6 stories and up to 8 stories by special use permit. Land development regulations shall set the appropriate densities; the distribution of uses; design criteria; landscaping, and pedestrian/vehicular access. 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.

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 development. Residential uses in office districts shall be designed as new in-town development, 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 uses; and the specific criteria for the siting of private schools and churches. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less, that require buildings to face the street, and modest build-to lines, instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by special use permit.

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 height limits of 5 stories or less, requiring buildings to face the street, and modest build-to lines instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by special use permit.

Business Industrial

This land use category is primarily intended to identify those areas near the Gainesville Regional Airport appropriate for office, business, commercial and industrial uses. This district is distinguished from other industrial and commercial districts in that it is designed specifically to allow only uses that are compatible with the airport. Intensity will be controlled by adopting land development regulations that establish height limits consistent with the Airport Hazard Zoning Regulations. When not located within an airport zone of influence, this category may be used to designate areas for office, business, commercial and industrial uses, with a maximum height of 5 stories, and a maximum floor area ratio of 4.0. Land development regulation(s) shall specify the type and distribution of uses, design criteria, landscaping, pedestrian and vehicular access.

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 industrial 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 land development regulations that establish height limits of 5 stories or less and requiring buildings to face the street.

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.

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 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 nonresidential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. This category shall allow traditional neighborhoods on sites 16 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, access by car, foot, bicycle, and transit, 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 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.

- 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.
- 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;

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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; ~~and~~
8. Need for the additional acreage in the proposed future land use category;
9. Discouragement of urban sprawl as defined in Chapter 163.3164 Florida Statutes and consistent with the requirements of Chapter 163.3177(6)(a)9 Florida Statutes;
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 Chapter 163.3164.

~~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".~~

4.1.45 ~~By 2002, the City will consider amending the land use designations of certain parcels along NW 13th and SW 13th Street in order in the city to discourage strip commercial uses and encourage the addition of residential uses to the current use mix. a mix of residential and non-residential uses.~~

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.

Policies

- 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.
- 4.2.2 The City shall adopt land development regulations that encourage better access between residential neighborhoods and adjacent neighborhood centers through the use of street design and the use of pedestrian, bicycle and transit modifications.

- ~~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.~~
- 4.2.34 The existence of non-residential uses on one or more corners of an intersection will not justify approval of 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.
- 4.2.45 The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.
- ~~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.

Policies

- 4.3.1 The Central City Town Center shall integrate the University of Florida, ~~Alachua General Hospital~~ the Innovation Square area, and the Central City District into one dynamic core.
- 4.3.2 The Morningstar Area shall be regulated by the following:
- 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.

4.3.3 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 ordinances 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~~ was 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 was required to apply for and meet concurrency management certification requirements, including transportation mitigation if necessary, at the time of application for planned development rezoning.
- 4.3.4 The property governed by this policy shall be known as the Plum Creek Development Company ("Plum Creek") for land use purposes. Due to the unique infrastructure and environmental constraints of "Plum Creek" as depicted on the map labeled "Plum Creek SR 121 Overall Site" in the Future Land Use Map Series A, Plum Creek shall be governed by the following policies:
- a. Within all land use areas of Plum Creek:
 - 1. Maximum residential development of the entire 1,778 acres shall not exceed 1,890 residential units and 100,000 square feet of non-residential uses of which a maximum of 80,000 square feet shall be permitted as Commercial, and these densities and square footage may be less unless the developer establishes to the City at the time of rezoning by competent substantial evidence, that the development meets the criteria and standards of this Policy 4.3.4 and the Land Development Code.
 - 2. Development shall be clustered to inhibit encroachment upon the environmentally significant features of Plum Creek; and
 - 3. Wetlands shall not be impacted other than where necessary to achieve interconnectivity between upland properties; and

4. Wetlands shall be protected by wetland buffers that shall be a minimum of fifty (50) feet and an average of seventy-five (75) feet wide. The minimum and average buffer widths shall not apply to those portions of the wetlands that are impacted consistent with 4.3.4.a.3 above; and
5. Stormwater treatment facilities shall not be permitted within the wetland buffers established pursuant to Section 4.3.4.a.4. above, except that outfall structures shall be allowed within these buffers; and
6. Areas within the floodplain district, as defined in the City's Land Development Code, shall be protected so that at least ninety (90%) percent of existing floodplain areas shall not be altered by development, except that recreation and stormwater management may occur within not more than twenty percent (20%) of the floodplain district, and the existing floodplain storage volume will be maintained; and
7. Stormwater best management practices and/or low impact development (LID) practices shall be used to the maximum extent practicable to maintain or replicate the pre-development hydrologic regime, as determined by the City, and consistent with state requirements; and
8. Existing functioning ecological systems within Plum Creek shall be retained to the maximum extent practicable while accommodating the uses and intensity of uses authorized by the land use policies governing Plum Creek, as determined by the City.
9. Maintain and enhance plant and animal species habitat and distribution by protecting significant plant and animal habitats, provide for habitat corridors, prevent habitat fragmentation by requiring a detailed survey of listed species, identify habitat needs for maintaining species diversity and sustainability; preserve wetlands and at least forty percent (40%) and up to fifty percent (50%) of the upland area, inclusive of the wetland buffers established pursuant to 4.3.4.a.4. above. Listed species are those species of plants and animals listed as endangered, threatened, rare, or species of special concern by the state and federal plant and wildlife agencies, or species ranked as S1, S2, or S3 the Florida Natural Areas Inventory (FNAI).
10. Wetlands, wetland buffers, floodplain and upland habitat areas that are to be protected shall be identified as Conservation Management Areas and protected by a perpetual conservation easement in favor of the City, or a tax exempt land trust doing business within Alachua County, Florida, as determined by the City. Activities within the Conservation Management Areas shall be as set forth in a Conservation Management Plan approved by the City.
11. Planned Developments adopted by zoning ordinances within Plum Creek shall impose standards that address minimum required setback from SR

121 and CR 231, retention of existing vegetation and supplemental vegetative plantings, fencing and other forms of screening. Except where access to the property is provided, a minimum 50 foot vegetative buffer shall be retained along both sides of SR 121 and CR 231 within Plum Creek.

12. A natural and/or planted buffer with a minimum average width of 100 feet that at no location is less than 25 feet wide, shall be retained along the entire western boundary property line beginning at SR 121 at the north and ending at US 441 at the south, but shall not include the southwesterly property line abutting US 441.
13. A natural and/or planted buffer with a minimum average width of 200 feet that at no location is less than 50 feet wide, shall be retained along the southern boundary of Plum Creek, west of SR 121, between industrial and residential uses.

b. Conservation Land Use Areas

All areas designated Conservation land use shall receive a zoning district designation of Conservation and are not permitted to have any residential units. There shall be no transfer of density to other areas. No development, other than minimum crossings necessary to achieve interconnectivity between upland properties, and passive recreational uses is allowed within the Conservation Areas, as determined by the City.

c. Single-Family, Residential Low-Density and Planned Use District Land Use Areas

1. All areas designated Single-Family, Residential Low-Density and Planned Use District land use shall be implemented by Planned Development (PD) zoning. The required rezoning to PD of the areas designated Single-Family and Residential Low-Density may occur in increments over time upon request of the property owner and approval by the City; however, rezoning of the Planned Use District (PUD) area to PD shall occur as provided in Paragraph F below entitled "Planned Use District Land Use Area". Until such rezonings to PD are effective, the zoning district designations shall remain Agriculture for all areas designated Single-Family, Residential Low-Density and Planned Use District land use; and
2. All areas that are rezoned to PD shall be designed to be traffic-calmed and pedestrian friendly; and
3. The PD rezonings for Plum Creek shall ensure that allowed uses are integrated within the existing site landscape in a way that reasonably assures the following:

- a. Preservation of the ecological integrity of the ecosystems of Plum Creek by creating and maintaining connectivity between habitats, minimizing natural area fragmentation, and protecting wetlands, associated uplands, and floodplains as indicated in Policy 4.3.4.a. above; and
 - b. Preservation or enhancement of existing wetlands with approved treated stormwater to wetlands, limiting impacts to such wetlands to crossings necessary to achieve interconnectivity between upland properties, and requiring that any such crossings be designed to minimize wetland impacts.
4. The PD rezonings for Plum Creek shall require that appropriate “low impact development” (LID) techniques for the site must be implemented. Prior to second and final reading of each ordinance that rezones property within the PUD to PD, the owner/developer shall provide legally enforceable documents to the City that establish that a responsible entity (e.g., community development district, developer and/or homeowner’s association) will permanently provide for proper maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create a functionally equivalent hydrologic landscape. Hydrologic functions of storage, infiltration, and ground water recharge, plus discharge volume and frequency shall be maintained by integrated and distributed micro-scale stormwater retention and detention areas, by the reduction of impervious surfaces, and by the lengthening of flow paths and runoff time. Other LID strategies include, but are not limited to, the preservation/protection of environmentally sensitive site features such as wetlands, wetland buffers and flood plains. Each rezoning to PD shall include conditions requiring appropriate LID practices, subject to the approval of the City. Such practices shall include, but are not limited to:
- a. Development that adheres to the principles of “New Urbanism” or “Traditional Neighborhood Development”.
 - b. Clustering of development.
 - c. Bioretention areas or ‘rain gardens.’
 - d. Grass swales
 - e. Permeable pavements
 - f. Redirecting rooftop runoff to functional landscape areas, rain barrels or cisterns.

- g. Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access.
 - h. Elimination of curb and gutter where appropriate.
 - i. Minimization of impervious surfaces through use of shared driveways and parking lots.
 - j. Reduction in impervious driveways through reduced building setbacks.
 - k. Reduction in street paving by providing reduced street frontages for lots.
 - l. Permanent educational programs to ensure that future owners and residents of the site have an opportunity to fully understand the purpose, function, and maintenance of each LID component.
 - m. Limitations on the amount of turf allowed within the site and standards for implementation of best management practices for such turf, including minimum fertilizer applications.
 - n. Reuse of stormwater.
 - o. Use of “Florida Friendly” plant species and preferably native species for landscaping.
 - p. Use of low-volume irrigation technologies and soil moisture sensors if potable water supply is used for irrigation.
5. Implementation of appropriate “firewise” community planning practices shall be identified during the rezoning process and required by the PD zoning ordinances.
6. A master storm water management plan for each geographic area proposed for rezoning to PD must be prepared and submitted to the City for review and approval before final development orders can be approved.
- d. Single-Family Land Use Areas
- 1. All areas designated Single-Family land use shall be rezoned to PD prior to undertaking any development for single-family use within the rezoned area; and
 - 2. All of the areas designated Single-Family land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 1 residential unit per 2.5 acres (0.4 residential units per acre) up to a maximum of 218 residential units; and

- e. Residential Low-Density Land Use Areas
1. All areas designated Residential Low-Density land use shall be rezoned to PD prior to undertaking any development for multi-family or single-family use or any other housing type.
 2. Development of a range of housing types, including, but not limited to single-family detached, single-family attached, townhomes and apartments is allowed. The mix of housing types shall be specifically provided in the PD zoning ordinances. Clustering of residential uses to allow for greater environmental sensitivity is allowed.
 3. Development shall provide for pedestrian and bicyclist safety and comfort.
 4. All of the areas designated Residential Low-Density land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 2.75 residential units per acre, up to a maximum of 1,004 residential units, or less, as transfers of density may occur as provided in Paragraph f.3.c. below.
- f. Planned Use District Land Use Area
1. Development within the Planned Use District area shall maximize pedestrian/bicycle connections among all uses (residential and non-residential) and shall maximize pedestrian and bicyclist safety and comfort. A network of sidewalks and street trees shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the public right of way adjoining the Planned Use District. To minimize traffic impacts on SR 121, the implementing PDs shall maximize internal roadway connectivity between residential and areas with mixed uses.
 2. The PDs associated with the Planned Use District shall provide for transit access approved by the City's Regional Transit System (RTS), and the owner/developer shall be required to provide comfortable, multi-use transit stations ~~if~~ when transit service is made available to Plum Creek. The owner/developer shall be required to fund transit service (capital and operations) for the development with minimum fifteen minute frequencies in the a.m. and p.m. peak hours for RTS. If the funding is for a new route to serve the development, the funding for transit shall be for a minimum period of 5 years. If the funding is for expansion of an existing route to serve the development, the funding for transit shall be for a minimum period of 3 years. consistent with the Transportation Concurrency Exception Area (TCEA) Zone E standards established in the Concurrency Management Element. Transit service shall be phased at the development

to maximize successful transit routes consistent with population and density standards set by RTS as Plum Creek develops. The transit phasing plan for the required transit service shall be provided in the associated PD ordinance and shall be subject to RTS approval.

3. The implementing PDs district zoning for the Planned Use District area shall be subject to the following standards:
 - a. The Planned Use District area shall allow mixed uses such as residential, office, business retail, professional and financial services, schools, places of religious assembly and community facilities. The area shall be implemented by PD zoning which shall generally adhere to the requirements of the City's Traditional Neighborhood Development District standards.
 - b. A minimum gross density of 4 residential units per acre (668 residential units) is required for the 166.89 acres of Planned Use District (PUD) land use. A transfer of density from the Residential Low-Density Land Use Areas or the Single-Family Residential Land Use Areas into the PUD area may be approved during PD rezonings. Any transfers of density from the Residential Low-Density Land Use Areas and the Single-Family Land Use Areas to PUD shall reduce the overall number of units for the Residential Low-Density Land Use Areas and Single-Family Residential Land Use Area, respectively, allowed by the number of residential units transferred.
 - c. Residential uses that are located above non-residential uses are allowed and encouraged. Residential types allowed include townhouses, apartments, plus attached and detached single-family homes.
 - d. A maximum of 100,000 square feet of non-residential use shall be allowed within the Planned Use District land use, of which a maximum of 80,000 square feet shall be permitted as commercial use. Except as may be otherwise provided in the implementing PD zoning ordinance, each building within this zone shall be allowed to be mixed with residential located above non-residential uses. Each implementing PD shall provide detailed and specific design standards governing all aspects of development within the PD.
 - e. Urban design standards that ensure compatibility among the various allowed uses shall be included as part of the PD ordinance. Additional standards may be required to address noise and lighting to further assure compatibility.

- f. The PD zoning ordinance shall, through design and performance measures, assure the neighborhood, pedestrian quality of Plum Creek by regulating building type and scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, signage and landscaping.
 - g. Open space shall be provided, where appropriate, as common open space serving conservation, recreation and civic needs of the Planned Use District Area, subject to approval of the City.
- g. Miscellaneous Provisions
- 1. The developer has signed a binding agreement acknowledging owner/developer responsibility for mitigation of transportation impacts associated with the maximum amount of development identified in the future land use amendment. Prior to the second reading of the first PD rezoning ordinance(s) for Plum Creek, the owner/developer shall sign an TCEA Zone E Agreement or other agreement associated with the transportation ~~mitigation agreement~~ mobility program in effect at the time of PD rezoning submittal for the first phase of the development as shown in the PD ordinance. At a minimum, prior to adoption of the second reading of the ordinance for any PD rezoning for any portion of Plum Creek, the owner/developer shall make a payment to the City or sign a binding agreement for construction of an acceptable project, which shall include bonding requirements or other assurance acceptable to the City Attorney for the required transportation ~~mitigation~~ mobility program project (consistent with ~~TCEA Zone E or other~~ the transportation ~~mitigation~~ mobility program in effect at the time of PD rezoning) associated with the trip generation for the first phase as shown in the PD. Subsequent to the first ~~TCEA Agreement or other mitigation~~ agreement associated with the transportation ~~mitigation~~ mobility agreement program in effect at the time of PD rezoning, additional ~~TCEA Agreements (or other mitigation program~~ transportation mobility agreements) shall be executed prior to the issuance of final site plan or subdivision final plat development orders for the relevant phases of the development.
 - 2. At the time of filing an application for the first planned development rezoning, the developer shall submit to the City recommended transportation ~~mitigation~~ mobility modifications needed to address the full build-out of residential and nonresidential uses authorized by Policy 4.3.4.a.1. and identify funding of such modifications pursuant to the Agreement required for Policy 4.3.4.g.1. herein, subject to approval by the City. Such transportation modifications shall be consistent with the City's ~~Concurrency Management Element~~ transportation mobility program in effect at that time.

All recreation facilities that are required to ensure that the City's Recreation LOS standards are maintained shall be specified in the PD rezoning application and ordinance. ~~Such recreation facilities shall include both passive and active recreational facilities including nature trails, a nature park, basketball and/or tennis courts and various types of play areas.~~ Many of the single-family areas along with portions of the PUD area shall be built around pocket parks of various types, subject to approval by the City. At the development stage for each phase and section of the project, recreational ~~amenities~~ acreage necessary to meet the demands of the residential units will be provided by the owner/developer as required by the Gainesville Comprehensive Plan Recreation Element facilities and substitution lists. All recreational amenities will be provided at the cost of the owner/developer. Recreation facilities shall be provided on-site to ensure that the needs of the residents of Plum Creek are met on-site, provided that a portion of the recreation need may be met through the cooperative development of active recreation facilities on the adjacent property (tax parcel 07781-002-000) owned by the Suwannee River Water Management District provided that such facilities are under the supervision of and are controlled by the City of Gainesville, and subject to approval by the City.

3. All proposed access points to CR 231 are subject to approval by the Alachua County Public Works Department. All proposed access points onto SR 121 are subject to approval by the FDOT.
4. Due to the roadway operation and safety concerns of SR 121, the owner/developer shall provide a traffic study acceptable to the City, Alachua County, and the Florida Department of Transportation prior to the application for each PD rezoning. The study shall analyze issues related to ~~transportation concurrency~~ trip generation, trip distribution, operational and safety concerns, and shall propose appropriate ~~mitigation~~ transportation mobility modifications, consistent with the ~~Concurrency Management Element~~ for the transportation impacts of the development. ~~Transportation modifications required for operational/safety reasons shall be the full responsibility of the owner/developer and shall not count toward meeting TCEA Zone E standards. The development shall be required to meet any transportation mobility program requirements in effect at the time of application for development review, and any transportation modifications which are required due to traffic safety and/or operating conditions shall be provided by the owner/developer and shall not count toward meeting transportation mobility program requirements.~~
5. Land use changes for Plum Creek do not vest future development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, including

~~transportation (consistent with TCEA Zone E)~~, public school facilities, and recreation mitigation at the time of filing any PD rezoning application.

6. The Plum Creek development shall include in any Planned Development Report the requirement that five percent of the residential units shall be affordable to households earning between 80% and 120% of the median income for Alachua County for a family of four as established from time to time by the U.S. Department of Housing and Urban Development. Each implementing PD zoning ordinance shall provide all required methods for ensuring implementation of this requirement, including the requirement that the owner/developer enter into a binding agreement that specifies the number of affordable units that must be constructed on an approved time schedule.
7. No rezonings to PD within the area of the map labeled “Plum Creek SR 121 Overall Site” in the Future Land Use Map Series A shall be adopted on final reading of the ordinance for areas north of the line labeled “Phase Line” until all areas south of the same line have been rezoned to PD zoning, and at least 75 percent of the infrastructure (e.g., roads, sidewalks, stormwater facilities, utilities) south of the “Phase Line” has been constructed and completed.
8. In accordance with Policy 1.1.5 of the Public School Facilities Element and School Concurrency—Alachua County, FL, Updated Interlocal Agreement for Public School Facility Planning (December 23, 2008), the Alachua County School Board submitted a school facilities capacity report. The report concludes that projected student demand resulting from Plum Creek Development at the elementary, middle and high school levels can reasonably be accommodated for the five, ten and twenty year planning periods and is consistent with the Public School Facilities Element based upon School District projections and their District Plan. The report and finding does not constitute a school capacity availability determination or concurrency certification, it does not reserve school capacity for Plum Creek, and it does not vest Plum Creek for school concurrency. At the time of application for a development order for Plum Creek, the developer shall apply for and obtain concurrency certification in compliance with the City Comprehensive Plan, Code of Ordinances and state law. Prior to approval of any development order, the City shall coordinate with the School Board and determine availability of school capacity within the applicable School Concurrency Service Area. A Capacity Enhancement Agreement or other mitigation option as provided for in Policies 1.1.7 and 2.5.1 through 2.5.4 of the Public School Facilities Element may be required at that time to ensure continued compliance with all applicable provisions of the City Comprehensive Plan, Code of Ordinances and state law. In the absence of a Capacity Enhancement Agreement or other mitigation option being approved fulfilling the

concurrency requirement, the City will not issue a concurrency certification if capacity is unavailable, and such circumstance can result in a delay or denial of a development order for Plum Creek.

- 4.3.5 Due to the unique infrastructure and environmental constraints of the Hatchet Creek Planned Use District (the “PUD”), as depicted on the map labeled Hatchet Creek PUD Area in the Future Land Use Map Series A, the PUD shall be governed by the following conditions:
- a. The residential density and allowable residential uses within the Planned Use District is a maximum of 1,200 residential units and 300 Assisted Living Facility (ALF) beds.
 - b. The non-residential and non-ALF intensity and allowable non-residential and non-ALF uses within the PUD is a maximum of 200,000 square feet of non-residential uses. This 200,000 square feet may be used for any combination of the following: up to 100,000 square feet of retail space, up to 100,000 square feet of office space and any remaining square footage for the Business Industrial uses that are specified in the Planned Development (“PD”) zoning ordinance. In addition, the PUD may include accessory uses customarily and clearly incidental to a residential community, such as recreational facilities, and may include parks, open space, conservation, open space buffers and mitigation areas. Any accessory uses shall be for the exclusive use of the residents of the PUD and their guests and shall be specified in the PD zoning ordinance.
 - c. The actual amount and types of residential units, ALF beds, and non-residential development area will be specified in the PD zoning ordinance as limited by the city, county and state development restrictions and constraints, including but not limited to, wetlands and surface water regulations, wellfield protection, floodplain requirements, concurrency and airport hazard zoning regulations.
 - d. The allowable uses within the PUD shall be restricted as described below and as more specifically provided in the PD zoning ordinance. For purposes of this PUD, the 60-75 DNL Noise Contour is the area depicted as the 60 DNL Noise Contour, the 65 DNL Noise Contour, the 70 DNL Noise Contour and the 75 DNL Noise Contour on Attachment 3 to the Appendix F – Airport Hazard Zoning Regulations, Chapter 30, Gainesville Code of Ordinances adopted on December 3, 2009 by Ordinance 090384. A copy of Attachment 3 is attached hereto as Exhibit “B,” which consists of the map entitled “Airport Noise Zone Map – City of Gainesville” prepared by the City of Gainesville Planning Department GIS Section 08/09. The source of the map is the Pt. 150 Study 2012 Noise Exposure Map, as stated on the map.
 1. Within the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations:

- (a) No residential development, including ALF beds, is allowed.
 - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas; except that on lands with the underlying land use designation of Industrial, the non-residential development shall be limited to certain Business Industrial (BI) zoning uses that are specified in the PD zoning ordinance.
- 2. Outside of the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations, to the extent same are applicable:
 - (a) Residential development, including ALF beds, is allowed.
 - (b) Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas.
- e. All non-residential areas in the PUD shall be connected to the residential areas in the PUD by an interior roadway system and/ or a pedestrian/bicycle/golf cart system. All pedestrian sidewalk systems in the PUD shall comply with the Florida Accessibility Code for Building Construction requirements.
- f. A current and complete wetlands survey for the entire property shall be submitted to the City of Gainesville and to the St. Johns River Water Management District at the time of application for PD zoning. Formal approval of wetland delineations for the entire property by the water management district is required prior to the public hearing on the PD zoning petition by the City Plan Board.
- g. All direct impacts to jurisdictional wetlands, wetland buffers, and regulated creeks shall be avoided to the extent practicable. All unavoidable, direct wetland and creek impacts shall be mitigated in accord with applicable City of Gainesville and water management district requirements. Any required on-site mitigation will be part of and will not supersede other wetland mitigation requirements of the comprehensive plan, land development code, and the water management district. There shall be no net loss of wetland acreage and function within the PUD. In addition, if wetland impacts are proposed at the time of application for PD zoning or a subsequent application for development approval, the owner/developer shall submit a plan for improvement of surface water and wetland function within the Planned Use District and, subject to City review and approval, the plan of improvement shall be incorporated into the PD zoning ordinance or subsequent development approval.

- h. All pedestrian and/or bicycle pathways, trails, and sidewalks shall be located outside of wetland buffer areas and outside of creek buffer areas, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.
- i. Protection of the State-listed animal species Gopher tortoise (*Gopherus polyphemus*) listed as a Species of Special Concern in Rule 68A-27.005, Florida Administrative Code, located in the remnant sandhills east of the Ironwood Golf Course, and documented in the applicant's Hatchet Creek Planned Use District Report dated March 2007, is required and shall be established in the PD zoning ordinance. Protection of the documented population may be accomplished by establishing a designated protection area in the PD zoning ordinance that meets all applicable requirements of the City's land development code and all applicable requirements of the Florida Administrative Code.
- j. The owner/developer shall submit a report (in accordance with the requirements of the environmental regulations in the City's land development code) with the application for PD zoning. As part of this report, the highest-quality uplands shall be delineated and development within these high-quality areas shall be restricted.
- k. The application for PD district zoning shall include requirements for the use of native vegetation landscaping and for the removal of invasive trees and shrubs.
- l. A master stormwater management plan for the entire PUD shall be prepared by the owner/developer. The plan shall include provisions for protecting the water quality of Little Hatchet Creek, particularly with respect to stormwater runoff from any future development within the planned use district. A conceptual master stormwater management plan application shall be submitted at the time of application for PD zoning. The subsequent master stormwater management plan must be approved by the City Manager or designee prior to final development plan approval. The master stormwater management plan for the project shall be modified for undeveloped phases in order to comply with the statewide water quality rule once it is adopted. The water quality leaving the site shall be addressed in the PD zoning ordinance.
- m. Buffer and setback requirements for the wetlands and creeks in the PUD shall be specified in the PD zoning ordinance and shall be in accordance with the environmental regulations in the City's land development code, based upon review of the required report that shall be submitted with the application for PD zoning.
- n. Buffer requirements pertaining to adjacent uses (including the municipal golf course) will be provided by the owner/developer in the application for PD zoning and, subject to City review and approval, shall be included in the PD zoning

ordinance. These buffers shall be designed to minimize the impact on and adequately buffer the adjacent uses.

- o. The PUD shall not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, ~~including all relevant policies in the Concurrency Management Element,~~ at the time of application for PD zoning. ~~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 owner/developer.~~
- p. Internal roadways shall be designed to provide for bicycle and pedestrian access and connectivity, and shall include traffic calming (low design speed) methods (e.g., speed tables, speed humps, “neck-downs”, roundabouts) acceptable to the City of Gainesville in accordance with the traffic calming practices outlined by the Institute of Transportation Engineers.
- q. Sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the existing and planned public sidewalks along the development frontage. All sidewalks and sidewalk connections shall be a minimum of 5-feet in width, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.
- r. The PUD shall provide for transit access (either on site or on abutting roadways) and shall include construction of an appropriate number of transit shelters, as determined at the PD zoning stage and specified in the PD zoning ordinance.
- s. A limited number of drive-through facilities shall be allowed on the street frontages of NE 53rd Avenue and NE 39th Avenue as determined at the PD zoning stage and specified in the PD ordinance. No direct access from NE 39th Avenue or NE 53rd Avenue shall be allowed for these drive-through facilities. All access to the drive-through facilities shall be from the internal roadway system (the internal roadway system shall include public and private roads and internal driveway systems) in the PUD. Additional drive-through facilities that are entirely internal to the PUD shall be determined in the PD zoning ordinance. The PD zoning ordinance shall specify the design criteria for all drive-through facilities and shall include a phasing schedule to ensure a mix of drive-through facilities, residential uses, and other commercial/office uses in the planned use district. The trip generation associated with drive-through facilities shall limit the total number of drive-through facilities such that the total maximum trip generation shown for the 100,000 square feet of shopping center use as calculated by the traffic study dated 4/3/08 (prepared by GMB Engineers & Planners, Inc.) as updated 11/19/09 by MPH Transportation Planning, Inc. is not exceeded for the PUD.
- t. A maximum of two access points, unless additional access points are approved by the FDOT and the City of Gainesville, shall be allowed along NE 39th Avenue,

subject to the final approval of FDOT. Any proposed reconfiguration of the existing road connection to the Ironwood Golf Course is subject to FDOT and City approval at the PD zoning stage. Boulevard-type driveways with the ingress/egress split by a landscaped median and other entry type features shall count as a single access point. These access points shall be specified in the PD zoning ordinance.

- u. A maximum of two access points shall be allowed along NE 53rd Avenue unless additional access points are approved by Alachua County and the City of Gainesville, in accordance with the Alachua County Access Management regulations, and the locations shall be included in the PD zoning application. All access points are subject to Alachua County and City of Gainesville approval at the planned development zoning stage and shall be specified in the PD zoning ordinance. To minimize traffic impacts from the Hatchet Creek PUD on NE 53rd Avenue, the access points on NE 53rd Avenue shall be interconnected with the internal public or private road system in the Hatchet Creek development. The private road system interconnections shall be interpreted to include internal driveway systems.
- v. A maximum of one access point shall be allowed along NE 15th Street. Any proposed access point along NE 15th Street shall be included in the planned development district zoning application. Any proposed access point is subject to City of Gainesville approval at the planned development zoning stage, and shall be specified in the PD zoning ordinance.
- w. Additional, limited emergency access will be allowed if the need for such is identified and the access is approved by local government agencies that provide the emergency service(s), and shall be specified in the PD zoning ordinance.
- x. Prior to the application for PD zoning related to the planned use district, a major traffic study shall be submitted that meets the specifications provided by FDOT, Alachua County, and the City of Gainesville, and the traffic methodology used in the study shall be agreed to in a letter between the City, and the owner/developer. Any traffic studies undertaken by the owner/developer prior to the signed methodology letter with the City of Gainesville may be unilaterally rejected by the City.
- y. Prior to the application for PD zoning related to the Hatchet Creek planned use district, a signal warrant analysis for the intersection of NE 53rd Avenue/NE 15th Street and for the project driveway at NE 39th Avenue shall be submitted as part of the major traffic study requirements. The specifications for the signal warrant analyses shall be part of the traffic methodology letter that will be signed with the City of Gainesville. The owner/developer shall be responsible for the costs of any new traffic signals that are warranted as a result of the development's site related impacts, and the costs shall not be counted toward ~~any required contribution for~~

transportation concurrency meeting the transportation mobility program requirements in effect at the time of application.

- z. The owner/developer shall be responsible for the costs associated with tying a new traffic signal at the proposed entrance to the community on NE 39th Avenue into the Traffic Management System to ensure that the new signal communicates with the system, if and when such new traffic signal is installed.
- aa. The following shall be executed and delivered to the City prior to approval of a development plan, prior to recording of a final plat, or prior to issuance of a building permit, whichever first occurs: (1) Avigation and clearance easements granting the City and owner/operator of the Gainesville-Alachua County Regional Airport Authority, and their respective successors and assigns, the right to continue to operate the airport despite potential nuisance effects upon residential and any other uses that are established by this PUD and/or by the required PD zoning ordinance; (2) Notice to Prospective Purchasers and Lessees of potential aircraft overflights and noise impacts; and (3) Declaration of Restrictive Covenants to address the property's proximity to the Airport and the imposition of local, state and federal regulations. The easements, notice and declaration shall be in a form acceptable to the city attorney and airport authority and shall be executed and recorded by the property owner. In addition, a copy of the Notice shall be given to prospective purchasers or lessees at the time of contract or lease negotiations.
- bb. All residential and non-residential development shall be constructed to achieve an outdoor to indoor noise level reduction (NLR) as specified in Appendix F Airport Hazard Zoning Regulations, Chapter 30 of the Gainesville Code of Ordinances in effect at the time of application for a building permit.
- cc. The owner/developer shall fund any potable water and/or wastewater capacity improvements that are based on the PUD demands so that the adopted levels of service in the Potable Water/Wastewater Element of the City's Comprehensive Plan are maintained. The owner/developer shall sign a binding letter of agreement with the City to ensure that the funding will be available to make the required improvements.
- dd. At the time of application for PD zoning, the owner/developer shall provide design standards generally consistent with traditional design concepts (such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks) for all residential and non-residential uses in the PUD and, subject to City review and approval, those standards shall be specified in the PD zoning ordinance.

- ee. This PUD does not permit or allow any development that would constitute a development of regional impact or any development that would require a development of regional impact review. Any PD zoning application or any application for proposed development that exceeds the development of regional impact thresholds shall be required to follow the procedures as defined in Chapter 380, F.S. and applicable regulations of the Florida Administrative Code.
- ff. The PUD shall not be a gated community. Security features, if any, shall be addressed in the PD zoning application and specified in the PD zoning ordinance.
- gg. The development shall be required to meet any transportation mobility program requirements in effect at the time of application for development review, and any transportation modifications which are required due to traffic safety and/or operating conditions shall be provided by the owner/developer and shall not count toward meeting transportation mobility program requirements.

4.3.6 The property governed by this policy shall be known as the Butler Development “Butler Plaza.” Butler Plaza shall be divided into three (3) subareas as depicted on the map labeled “PUD Future Land Use Overlay” attached hereto as Exhibit “B” and made a part hereof as if set forth in full. Comprehensive Plan policies of general applicability shall apply to the subject property. In the event of express conflict or inconsistency between the general Comprehensive Plan policies and specific policies set forth below, the specific policies shall govern. Butler Plaza shall be governed by the following specific policies:

- a. Subareas 1, 2 and 3 shall be designated PUD (Planned Use District) on the Future Land Use Map.
- b. The maximum levels of intensity and allowable uses are established within each subarea below:

Subarea 1:	Commercial uses:	1,000,408 square feet
Subarea 2:	Commercial uses:	600,000 square feet
	Office uses:	50,000 square feet
	Hotel/motel uses:	100 rooms
Subarea 3:	Commercial uses:	900,000 square feet
	Office uses:	200,000 square feet
	Hotel/motel rooms:	400 rooms

- c. All subareas:
 - 1. A maximum of 1,000 residential units shall be allowed in Butler Plaza. The units may be allocated to any of the three subareas. Twenty percent of the residential units constructed, whether rental or owner occupied, shall be “eligible”, “affordable housing” units for “very low-income”, “low-

income,” or “moderate income” “persons or households” as those terms are defined in the City’s Local Housing Assistance Program (LHAP) at the time of construction. The affordability of such units shall be maintained for a period of 10 years, shall run with the land and shall be enforceable by the City through recorded covenants or restrictions.

2. Among the subareas that allow commercial uses or office uses, the owner may transfer up to 20% of the maximum allowable intensity between the same uses. By way of example, the owner may transfer 120,000 square feet of commercial uses from subarea 2 to subarea 1. However, the overall maximum intensity for the combined sub areas shall not be increased, and specific uses that are prohibited in certain subareas as provided below, are not permitted by a transfer of allowable intensity.
3. The maximum cumulative development program for Butler Plaza (including existing development, redevelopment and development within all subareas) is also limited by the maximum trip generation which is not to exceed 37,591 average daily trips for all subareas. There are 12,224 average daily trips associated with the existing development in subarea 1; the owner may transfer up to 20% of those trips to the same use in another subarea. The planned development zoning ordinance for Butler Plaza (the “PD Zoning Ordinance”) shall include a land use equivalency matrix that shows use substitutions based on trip generation rates using ITE Trip Generation 8th Edition.
4. The actual densities, specific uses and phases of development shall be specified in the PD Zoning Ordinance.
5. Transportation Mobility Provisions
 - (a). The owner/developer and the City executed a TCEA Zone M Agreement dated January 3, 2012, which was prior to the second and final reading of the associated Butler Plaza PD ordinance (Ordinance Number 090538). An Addendum to the Agreement was executed November 29, 2012. The Agreement and Addendum are on file with the City’s Planning and Development Services Department. The timing of additional agreements is specified in the PD Zoning Ordinance.
 - (b). In accordance with Future Land Use Element (FLUE) Policy 3.4.5, the City recognizes that the TCEA Agreement, Addendum and associated terms and conditions remain valid as long as the Butler Plaza PD ordinance (adopted January 5, 2012) remains an active final development order consistent with the transportation analysis and trip generation shown in Attachment 1 to the TCEA Zone M Agreement (“Butler Plaza Planned Development (Petition # PB-

- 09-84 PDV) Transportation Analysis Executive Summary”).
Amendments to PD Ordinance 090538 that alter the trip generation or transportation analysis shall be subject to the transportation mobility program in effect at the time of PD amendment application.
- (c). In accordance with FLUE Policy 3.4.5, the owner/developer and the City agree that the TCEA Zone M Agreement (as modified by the Addendum executed November 29, 2012) satisfies the transit requirements for Phase 1A of the development, as defined in the Butler Plaza PD ordinance. In addition, the Agreement includes all of the non-transit requirements for Phase 1 and Buildout as specified in Attachment 1 (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”). The owner/developer and the City agree that those requirements must be met by the time specified in PD Ordinance 090538 for those transportation modifications.
- (d). The owner/developer may choose to opt into the new Transportation Mobility Program subject to an updated transportation study and analysis that would allow the City to evaluate the development for compliance with the new Program.
- (e). As defined in PD Ordinance 090538 (Condition 2), redevelopment in Subarea 1 that triggers a requirement for a PD amendment shall be subject to the transportation mobility program in effect at the time of development plan approval. However, internal transfers of square footage and average daily trips to Subarea 1 are allowed subject to the Butler Plaza PUD Policy 4.3.6.c.2. and 3. and the land use equivalency matrix adopted as part of the PD. Any allowable average daily trip transfers to Subarea 1 may utilize the transportation mobility analysis and requirements established in the TCEA Zone M Agreement executed January 3, 2012 (as modified by the Addendum executed November 29, 2012).
- (f). Streetscaping is an important component of the City’s transportation mobility planning because it enhances pedestrian comfort and visual aesthetics. Consistent with the Transportation Mobility Program policies in the Transportation Mobility Element, new development on public or private streets shall meet the 65-gallon street tree requirement on building frontages as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Sec.334.0441(10) (A) and 336.045 Florida Statutes, the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.

Redevelopment sites shall be required to meet this policy for 50 percent of the required street trees for building frontages. In order to accommodate street trees, the front build-to line may be modified if there are existing utility or right-of-way constraints.

- d. Subarea 1: Subarea 1 includes approximately 108 acres and may include the full range of commercial uses allowed in the City’s Commercial land use category and may include Large Scale Retail. For purposes of this policy, Large Scale Retail is defined as a single retail use with a ground floor footprint exceeding 100,000 square feet. Except as specified in the PD Zoning Ordinance, this subarea shall be governed by the design standards in the Special Area Plan for Central Corridors in the City’s Land Development Code. This subarea may include drive-throughs consistent with the ~~City’s Concurrence Management Element and TCEA Zone M requirements, or any successor regulations in effect at the time of development plan approval~~ requirements specified in the PD Zoning Ordinance. Special event automotive sales may be allowed in limited locations as specified in the PD Zoning Ordinance.

Residential uses shall be permitted in any combination of vertical or horizontal mix or as a standalone use. The following conditions shall apply to Subarea 1:

1. The PD Zoning Ordinance shall define “redevelopment” and specify standards for redevelopment. The redevelopment standards shall include specific measures to transform this subarea so that it provides better transit, bicycle, and pedestrian access. The redevelopment standards shall address building orientation, block length, multi-modal transportation (~~consistent with the City’s Concurrence Management Element and TCEA Zone M policies or any successor regulations in effect at the time of development plan approval~~), open spaces, parking standards, building heights, build-to lines and/or setback buffers, building articulation, building materials and colors, mechanical equipment, trash and loading areas, landscaping and overall access through the subarea.
2. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
3. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network lined with street-facing buildings that help to frame the street. As drive aisles are transformed into streets, the parking areas shall require the addition of multi-use paths, as deemed appropriate by the City during development plan review. This shall apply to both public and private streets.
4. Redevelopment shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. In no event shall the perimeter block

length exceed 2,000 feet. These block size requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.

5. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to ensure safe, direct and convenient access to building entrances and off-street parking. The pedestrian routes shall be direct and shall minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a pedestrian route must go along or cross a parking lot or driveway, a separate path shall be provided with buffer landscaping and other amenities. In lieu of a separate path, a highly visible crosswalk made of materials, acceptable to the City, that provide a strong contrast between the pedestrian area and vehicular surface may be used.
 6. When redevelopment occurs within this subarea adjacent to the proposed Southwest 62nd Boulevard extension (currently Southwest 37th Boulevard), the owner shall dedicate to the City 10 feet of additional right-of-way adjacent to, running parallel with and on the eastern side of Southwest 62nd Boulevard extension from Archer Road to Windmeadows Boulevard. The value of the right-of-way shall be established by appraisal as of the date of application for development plan review for the redevelopment. The owner shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for its review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation program~~ the transportation mobility program requirements in effect at the time of development plan approval of the redevelopment. The credit for transportation mitigation shall not be given until the dedication occurs.
 7. The streetscape plan for this subarea shall be required in conjunction with redevelopment plans for that subarea. Redevelopment along the Archer Road corridor shall be required to meet the Transportation Mobility Program Concurrency Management Element streetscaping standards in the Transportation Mobility Element, as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Sec.334.0441(10) (A) and 336.045 Florida Statutes, the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.
- e. Subarea 2: Subarea 2 includes approximately 49 acres and may include the full range of commercial uses allowed in the City's Commercial Land Use category and may include Large Scale Retail uses (as defined in Policy 4.3.6.d.). This subarea may include drive-throughs consistent with the requirements specified in

~~the PD Zoning Ordinance City's Concurrency Management Element and TCEA Zone M requirements, or any successor regulation in effect at the time of development plan approval.~~ Monopole and/or camouflaged cellular towers may also be allowed, subject to the land development regulations in effect at the time of development plan approval. Automotive sales, including special event sales, are prohibited in this subarea. Residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand-alone use. The following conditions shall apply to Subarea 2:

1. Loading docks and outdoor uses shall be buffered from adjacent uses outside of Butler Plaza in accordance with the landscape buffer requirements of the City's Land Development Code.
 2. Large Scale Retail uses in this subarea may have parking facilities located outside the front door of these retail uses. Developments located on out parcels shall be designed with parking to the rear or sides of buildings.
 3. The PD Zoning Ordinance shall specify standards for building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities.
 4. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Plaza development to provide for a defined, interconnected system.
 5. Bicycle lanes and/or routes shall be provided from bus stops and adjacent areas (including areas outside of Butler Plaza) to the buildings within this subarea.
 6. This subarea shall develop consistent with the standards and guidelines for subarea 3, including a gridded, interconnected street network lined with street-facing buildings that help to frame the street. This shall not apply to the development of Large Scale Retail (as defined in Policy 4.3.6.d).
 7. Development in this subarea shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1600 feet in perimeter.
- f. Subarea 3: Subarea 3 includes approximately 110 acres and may include the full range of office uses allowed in the City's Office Land Use category, general retail, eating places, hotels, theaters, sporting goods stores, residential and civic spaces. Large Scale Retail uses (as defined in Policy 4.3.6.d.) are prohibited. Gas stations, automotive sales (including special event sales), automotive repair, and car washes are prohibited. Design standards for drive-through uses shall be specified in the PD Zoning Ordinance. Residential uses shall be permitted above

non-residential uses or as stand-alone uses. The following conditions shall apply to subarea 3:

1. Development within this subarea shall include the following urban design characteristics:
 - Building facades pulled up close to the street, facing the street, and generally aligned.
 - Building facades aligned to form squares or plazas.
 - Relatively high-density mixed use, compactly designed to accommodate walking.
 - One to six stories shall be permitted, with a maximum height of 75 feet. At least eighty percent (80%) of the building height adjacent to the primary private street within the Towne Centre (as such area is designated in the PD Zoning Ordinance) and for all buildings along 24th Avenue shall be at least two stories or a minimum of one story of 24 feet in height measured to the top of the parapet or median roof line, to create the appropriate scale and urban form.
 - First floors of buildings that incorporate levels of articulation and glazing in order to promote pedestrian interest.
 - A connected network of wide sidewalks that promotes safety, comfort and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.
 - Shade trees along all streets.
 - Terminated vistas.
On-street parking.
 - Off-street parking located at the side or rear of buildings and away from pedestrian areas.
 - Restrictions on auto-oriented uses and uses that generate significant noise, odor, or dust.
 - A connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. In no event shall the block perimeter length exceed 2,000 feet for a single block. These block size

requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.

2. Urban design standards that ensure compatibility among the various allowed uses shall be specified in the PD Zoning Ordinance. Additional standards may be required to address noise and lighting to further assure compatibility. The PD Zoning Ordinance shall, through design and performance standards, provide a quality pedestrian experience by regulating building type, scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, block size, signage and landscaping.
- g. General Provisions: All three subareas shall be subject to the following standards:
1. The PD Zoning Ordinance shall specify appropriate “low impact development” (LID) techniques to be implemented in Butler Plaza. Prior to second and final reading of the PD Zoning Ordinance, the owner shall provide legally enforceable documents that establish that a responsible entity will permanently provide for proper maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create functionally equivalent hydrologic landscape. Reclaimed water shall be used for irrigation if and when it becomes available.
 2. Prior to development plan approval within a subarea, the owner shall provide a master plan for stormwater management and open space for that entire subarea for review and subject to approval by the City. The PD Zoning Ordinance shall specify design standards for stormwater retention/detention facilities to ensure they are aesthetically pleasing, such as designed in curvilinear shapes. The owner shall dedicate, at no cost to the City, right-of-way or provide easements to the City for the shared stormwater facilities. Open space requirements shall be based on the entire subarea instead of specific parcel development. A minimum of twenty percent (20%) of each subarea shall be set aside as open space. Open space may include active and passive recreational areas, natural waterways, retention/detention facilities (if designed for public use and access), open space/native habitat areas, trails and picnic areas.
 3. The owner shall construct the extension of Southwest 62nd Boulevard from Archer Road to the northwesternmost extent of the PUD where subareas 2 and 3 adjoin to the specifications in the MTPO approved cross-section (alternative 4B-3) dated March 2, 2009. The incremental cost of construction (i.e., the cost of construction that is above and beyond the cost the owner would incur to construct a private 3-lane access drive per

City standards, including sidewalks and bike lanes) calculated based on the Florida Department of Transportation generic cost per mile shall count toward meeting ~~TCEA Zone M requirements or other~~ the agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012) as shown in Attachment 1 (“Butler Plaza Planned Development (Petition PB-09-84 PDV) Transportation Analysis Executive Summary”) ~~effect at the time of application for development plan review for Phase 1 (as defined in the PD Zoning Ordinance of Butler Plaza.~~ Upon completion of construction, the right-of-way shall be dedicated to the City. The value of the land shall be established by appraisal as of the date of the development plan approval for Phase 1. The owner, at its expense, shall obtain the appraisal and shall provide a copy of the appraisal to the City for its review and subject to its approval. If the appraisal is approved, the appraised value (less the credit described below) shall count toward meeting the agreed upon TCEA Zone M requirements ~~or other transportation mitigation program requirements in the above-mentioned TCEA Zone M Agreement (as modified by the Addendum executed November 29, 2012) effect at that time.~~ The City shall be given credit, at the same appraised value, for any right-of-way that the City vacates for this road extension project. There shall be no direct access to Southwest 62nd Boulevard for out parcels, all access shall be from an internal road network and/or shared driveways. The owner shall maximize vehicular cross-access connections within development areas in Butler Plaza.

4. All major and main roadways that are not public streets in the development shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets.
5. The PD Zoning Ordinance ~~shall~~ includes landscaping conditions, a streetscape/landscape plan along all public and private roads in the development that is consistent with the Concurrency Management Element and Land Development Code requirements.
6. The PD Zoning Ordinance shall include requirements, as specified by the Gainesville Regional Transit System, for conveniently located and highly visible transit stops in each subarea that include amenities for rider convenience and comfort, such as but not limited to, shelter, lighting, seating, trash receptacles and bicycle racks. In addition, the PD Zoning Ordinance shall specify the requirements (including design, size, cost and location) for the owner to construct, at its expense, a transit transfer station and a park and ride lot within subarea 2, as approved by the Gainesville Regional Transit System. The park and ride lot shall provide at least 50 park-and-ride spaces in one location for transit users. The transit transfer station shall include restroom facilities, bicycle storage, a route map kiosk,

and bays for a minimum of six (6) buses and shall be constructed, inspected and approved prior to the first certificate of occupancy being issued in subarea 2 or 3. Upon completion, the park and ride lot and the transit transfer station shall be conveyed, at no cost, to the City.

7. Parking requirements may be reduced below the required parking standards in the Land Development Code to encourage alternative modes of travel and to reduce the amount of surface parking. Parking spaces provided in a parking structure shall not count against the maximum number of allowable parking spaces when the parking structure is replacing surface parking area. When facing a public street, the first floor of a stand-alone parking structure shall contain office or retail uses that line at least 50% of the first floor façade or are shielded by liner building(s). Structured parking that is integrated with and connected to commercial, office, or residential buildings shall not be required to contain office or retail uses. Integrated/connected parking structures shall meet design standards specified in the PD Zoning Ordinance to ensure that building facades have sufficient articulation, especially on the ground floor level.
8. In accordance with the Planned Development Ordinance Concurrency Management Element, the owner has coordinated with FDOT to address transportation impacts that affect FDOT facilities and has agreed to satisfy the FDOT requirements listed below. Proof of satisfying these requirements shall be provided to the City in the form of a letter or other written documents issued by the FDOT.
 - ~~Upon commencement of construction of Phase 2 (as defined in the PD Zoning Ordinance);~~ When the estimated net, new cumulative average daily trip generation, based on square footage, reaches a threshold of 9,775 trips, the owner/developer shall perform an Interchange Modification Report (IMR) consistent with FDOT IMR typical procedures. This IMR would evaluate alternatives and determine a feasible long term plan for the Archer Road (SR 24)/I-75 interchange. The cost of the IMR shall count toward meeting ~~TCEA Zone M requirements or other~~ the agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012) in effect at that time.
 - Before issuance of the first certificate of occupancy in any subarea, the owner shall construct, at its sole expense, a third southbound left turn lane on the I-75 southbound off-ramp. This may or may not require a new mast arm pole, pending design requirements. FDOT shall provide the existing right-of-way for this turn lane at

no cost to the owner. This improvement is a site-related operational and safety modification.

9. The PD Zoning Ordinance shall specify operational and safety modifications required due to impacts on transportation facilities. ~~Consistent with the Concurrency Management Element, Modifications required for~~ operational and safety impacts that are site related shall not count toward meeting the ~~Concurrency Management Element Zone M requirements or other agreed upon transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 in effect at the time.~~
10. Butler Plaza shall provide both internal and external transportation connections to surrounding development.
11. ~~Transportation mitigation shall be required consistent with Zone M requirements as shown in the Concurrency Management Element or any successor regulation in effect at the time of any development plan approval. Prior to the second and final reading of the PD Zoning Ordinance, the owner shall sign a TCEA Zone M Agreement or other transportation mitigation program agreement in effect at that time and meet required standards, at a minimum, for Phase 1 (as defined in the PD Zoning Ordinance) of Butler Plaza. The timing of additional agreements shall be specified in the PD Zoning Ordinance. Transportation mobility provisions for the Butler Plaza PD are established in Policy 4.3.6.c.5.~~
12. The owner shall dedicate at least 90 feet and up to 100 feet of right-of-way to the City along the southern edge of SW 1 (as depicted in the PD Zoning Ordinance) and 90 feet from the southeastern corner of SW1 to Southwest 42nd Street. Appropriate temporary construction easements shall be provided at no cost to the City. The value of the land shall be established by appraisal as of the date of the final adoption of the PD Zoning Ordinance. The owner, at its expense, shall obtain the appraisal and shall provide a copy of the appraisal to the City for its review and subject to its approval. If the appraisal is approved, the appraised value of the land shall count toward meeting the agreed upon transportation required TCEA Zone M requirements specified in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). A 2-lane roadway, with bike lanes and sidewalks shall be constructed by owner, along this section, connecting Southwest 40th Boulevard to Southwest 42nd Street. In-lieu of a sidewalk, a 12-foot multi-use path may be constructed along this section. Upon completion of construction, the right-of-way and road improvements shall be dedicated to the City. The roadway improvements along the southern edge of SW 1 shall count toward meeting the agreed upon transportation requirements specified in the TCEA Zone M Agreement executed on January 3, 2012

~~(as modified by the Addendum executed November 29, 2012). TCEA Zone M requirements or other transportation mitigation program requirements in effect at the time of application for development plan review for Phase 1 (as defined in the PD Ordinance) of Butler Plaza.~~ The road improvements from the southeastern corner of SW1 to Southwest 42nd Street shall be constructed at the sole expense of the owner. Future connectivity is envisioned to the Alachua County's proposed Southwest 30th Avenue I-75 Bridge project shown in the County's Capital Improvements Element. The County's proposed cross-section for the roadway consists of a two-lane divided roadway with bike lanes, two dedicated lanes for rapid transit and a 12-foot multi-use path.

13. The owner shall allow Alachua County to use the stormwater areas within subarea 2 for staging for construction of the County's Southwest 30th Avenue I-75 Bridge; provided the County agrees to return the stormwater area to its preexisting condition upon completion of Southwest 30th Avenue I-75 Bridge or to modify it, if such modification is agreed to by the City, owner and the County.
14. Butler Plaza shall maximize pedestrian/bicycle connections among all uses, subareas, and external areas, and shall maximize pedestrian safety and comfort. Bicycle racks shall be located close to the main building entrances. Pedestrian facilities shall link streets, buildings, parking and open space areas within and among the subareas. A network of sidewalks and street trees shall be provided on all internal streets (public and private). Sidewalks and pathway connections shall be made from the internal pedestrian system to the public right-of-way adjoining the Planned Use District.

4.3.7 The City establishes the Urban Village, as mapped in the Future Land Use Element Map Series, to support and implement a long-term vision for redevelopment and development in an area proximate to the University of Florida campus.

- a. The long-term vision for redevelopment and development includes:
 1. Promoting infill development and redevelopment that supports a safe, comfortable, and attractive pedestrian environment with convenient interconnections to transit and bicycle facilities;
 2. Promoting street interconnectivity, a gridded street network, and connections among uses;
 3. Providing a complementary mix of land uses with appropriate densities and intensities that support transit usage, future bus rapid transit opportunities, and other multimodal opportunities;

4. Over time, attaining a high quality level of service for sidewalks, bicycle facilities, and transit facilities;
 5. Promoting the local innovation economy by providing locations for employment opportunities in close proximity to the University of Florida campus within a mixed-use setting;
 6. Promoting quality urban design that requires articulated front facades and places buildings and front entrances close to the sidewalk; and,
 7. Promoting an attractive streetscape with appropriate street trees to provide shading and landscape interest and street furniture with a unified design appearance for the area.
- b. In order to achieve the long-term vision, new development of vacant properties and redevelopment of existing developed properties within the Urban Village shall be evaluated (taking into account the scale, size, nature, density and intensity of the proposed development or redevelopment) to determine which of the following requirements shall apply:
1. New development and redevelopment shall be transit supportive, which includes, but is not limited to: development at appropriate densities and intensities to support transit use (including bus rapid transit); provision of bus shelters with adequate lighting and bicycle storage facilities in appropriate and safe locations; provision of land for bus turnout facilities in appropriate locations; provision of land for smart bus bays in appropriate locations; and sidewalk and bicycle connections to transit stops. The appraised value of land dedicated for: dedicated transit lanes; construction of bus turnout facilities; construction of smart bus bays and other significant transit supportive capital improvements shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation~~ the transportation mobility program requirements in effect at the time of development review.
 2. To establish transit-supportive densities, new development and redevelopment with a mix of residential and non-residential uses shall develop at a minimum residential density of 10 units per acre. To be considered mixed-use, a residential development shall include a minimum of 10,000 square feet of non-residential uses. To be considered mixed-use, a non-residential development shall contain a minimum of 3 residential units. New single-use, residential development shall develop at a minimum density of 20 units per acre. New development that expands an existing single-use residential development on the existing site shall not be required to meet the 20 units per acre density requirement. The minimum

density requirements do not apply to parcels smaller than 0.5 acre that existed prior to 12:01am on June 1, 2009 (the effective date of Ordinance No.080137, that annexed the Urban Village into the City of Gainesville), as documented by the City's records of that date.

3. In order to serve the development/redevelopment and establish a gridded roadway system in the Urban Village, new development and redevelopment shall dedicate land for right-of-way or construct streets. The appraised value of such land dedication and/or street construction shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation~~ the transportation mobility program requirements in effect at the time of development review. Stub-outs shall be provided for future interconnectivity where connections cannot be implemented at the time of development, due to off-site constraints.
4. New development and redevelopment shall include pedestrian scaled blocks that establish a pedestrian scaled street network throughout the Urban Village so that the transportation system in this neighborhood functions well for automobile drivers, transit riders, bicyclists and pedestrians. Pedestrian scale blocks vary in size but are generally no larger than 1,600 feet in perimeter. Where a pedestrian scaled street network is not feasible, the City may allow block sizes up to 3,200 feet in perimeter and may allow sidewalk and bicycle connections or multi-use paths to form the block perimeter. Land development regulations shall specify circumstances in which these exemptions from the maximum perimeter block size are appropriate. These circumstances may include, but are not limited to, locations where: the size or shape of the planning parcel makes inclusion of some streets infeasible, public stormwater or park facilities create impediments; there are regulated natural or archeological resources or regulated wetlands that would be negatively impacted; access management rules prohibit connections; utility constraints make the block size infeasible; there are contamination sites; and the proposed block is inconsistent with City plans for a future street network in the area.
5. New development and redevelopment shall incorporate quality urban form that includes, but is not limited to: build-to lines, façade articulation and glazing, minimum and maximum height, and building relationship to the street. Land development regulations shall specify further requirements for quality urban form.
6. New development and redevelopment shall utilize street types and street sections that are consistent with the Urban Mixed Use-2

zoning district requirements. Land development regulations shall specify further requirements for street types and street sections.

- c. The following uses are prohibited in the Urban Village: Single-story, large-scale retail (defined as a single retail use with a ground floor footprint exceeding 100,000 square feet) and surface parking as a principal use.
- d. Structured parking is encouraged in the Urban Village, and any multi-family development using only structured parking (except for handicapped accessible surface parking spaces) and/or on-street parking is allowed to develop at 125 units/acre residential density and/or up to a height of 8 stories without obtaining a special use permit. Non-residential development utilizing only structured parking (except for loading spaces and handicapped accessible surface parking spaces) and/or on-street parking is allowed a height of up to 8 stories without obtaining a special use permit. These allowances of additional density and height are specific to the Urban Village and are intended to supersede and take precedence over any contrary provisions in the City's Comprehensive Plan or Land Development Code.

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.

Policies

- 4.4.1 Land use amendments shall be prepared for all annexed properties within one year of annexation.
- 4.4.2 Alachua County LOS standards shall apply until newly annexed lands are given land use designations in this Plan.
- ~~4.4.3 Properties that involve a large scale land use amendment shall be placed in a TCEA zone as part of the large scale amendment process for the property. This shall be done by simultaneous amendments to the appropriate TCEA maps in the Comprehensive Plan. Consistent with Policy 1.5.6, the City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as an urban service area is maintained after annexation.~~
- ~~4.4.4 Properties that involve a small scale land use amendment shall be placed in a TCEA zone during the next large scale amendment cycle. During the interim period after obtaining City land use but prior to placement in a TCEA zone, development on property east of I-75 shall provide for and fund mobility needs by meeting the standards and requirements, as set forth in the Comprehensive Plan, of the most physically proximate TCEA zone. Development on property west of I-75 shall meet the standards and requirements, as set forth in the Comprehensive Plan, for Zone D. Consistent with Policy 1.5.6, the City shall provide sufficient Data and Analysis information with the associated Comprehensive Plan amendments to ensure that the City's status as an urban service area is maintained after annexation.~~

Objective 4.5 The City's land development regulations shall continue to 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.~~

Policies

- 4.5.1 The City shall continue to regulate signage in the City of Gainesville through land development regulations.
- 4.5.2 The City shall continue to regulate the subdivision of land, vehicle parking, and on-site traffic flow, ~~drainage and stormwater management, and the designation of open spaces~~ through land development regulations.
- ~~4.5.3 The City shall continue 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.

Policies

- 4.6.1 Chapter 30, City of Gainesville Code of Ordinances shall implement the Future Land Use categories created by this Plan and shall regulate all development until superseded by new land development regulations as required by this Plan. The Land Development Code shall designate the zoning districts that implement the Future Land Use categories created 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.
- 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. 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.

~~**Objective 4.7 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.**~~

Policies

- ~~4.7.1 Coordinate resource planning and management plans prepared pursuant to Florida Statutes.~~

Objective 4.78 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.

Policies

- ~~4.78.1~~ 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 13th Street to the east, Paynes Prairie to the south and east, and SW 34th 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.

4.78.2 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.

4.78.3 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.

4.78.4 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.

4.78.5 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.
- 4.78.6 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.
- 4.78.7 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.
- 4.78.8 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.
- 4.78.9 Provide the necessary infrastructure to sustain and support growth which maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.
- 4.78.10 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

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3. receives the appropriate permits for either well use, on-site treatment, or both.

Objective 4.89 Eliminate uses inconsistent with the adopted Future Land Use Plan.

Policies

4.89.1 The City shall continue to have 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.

4.89.2 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.

~~Objective 4.10 Minimize inconsistencies between the Future Land Use Element and the Strategic Plan for Sustainable Economic Development that was developed by the Economic Development Advisory Committee of Alachua County.~~

~~Policies~~

~~4.10.1 The City Plan Board shall, on or before November 29, 2002, review the Strategic Plan for Sustainable Economic Development and any proposed changes for consistency with the Future Land Use Element, and make recommendations as to such consistency to the City Commission.~~

~~4.10.2 Subsequent to the review and recommendation required by Policies 4.10.1 and the City Plan Board shall, on continuing basis, review proposed changes to the Strategic Plan for consistency with the Future Land Use Element and make recommendations to the City Commission as to consistency between Future Land Use Element and the Strategic Plan and changes that may be proposed for the Strategic Plan.~~

~~4.10.3 Where the Strategic Plan or proposed changes to it are found to be inconsistent with the Future Land Use Element by the City Plan Board, the City Plan Board shall recommend to the City Commission changes as appropriate to either the Strategic Plan or /and to the proposed changes to it, or/and to the Future Land Use Element.~~

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.

Policies

- 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.~~
- 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.~~
- 5.1.3—~~Establish Neighborhood Action Teams, comprised of city staff, to assist designated neighborhoods.~~
- 5.1.14 The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.
- 5.1.5—~~The neighborhood planning program should include a neighborhood registration program for all city neighborhoods that choose to participate.~~
- 5.1.6—~~The City should develop a neighborhood web page for the City's web site by 2003.~~
- 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.~~

PB-12-112 CPA (Future Land Use Element Goals, Objectives, and Policies)
 October 29, 2012 (Updated 12/11/12 based on Plan Board recommendations)

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
 - Strategic Ecosystems
- ~~General Soil Associations~~
- ~~Commercial Excavation~~ Active Mine Sites
- Special Area Study: Idylwild/Serenola
- Plum Creek SR-121
- Hatchet Creek PUD
- Butler Plaza Future Land Use
- Butler Plaza PUD Future Land Use Overlay
- Innovation Zone
- Urban Village
- Historic Preservation Map Series
 - Northeast Historic District
 - Pleasant Street Historic District
 - Southeast Gainesville Historic District
 - University Heights Historic District—North
 - University Heights Historic District—South
 - Designated Historically Significant Prop
- Generalized Future Land Use Map [Note: This map is on file at the Planning and Development Services Department. Come to Thomas Center B, Planning Counter]