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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

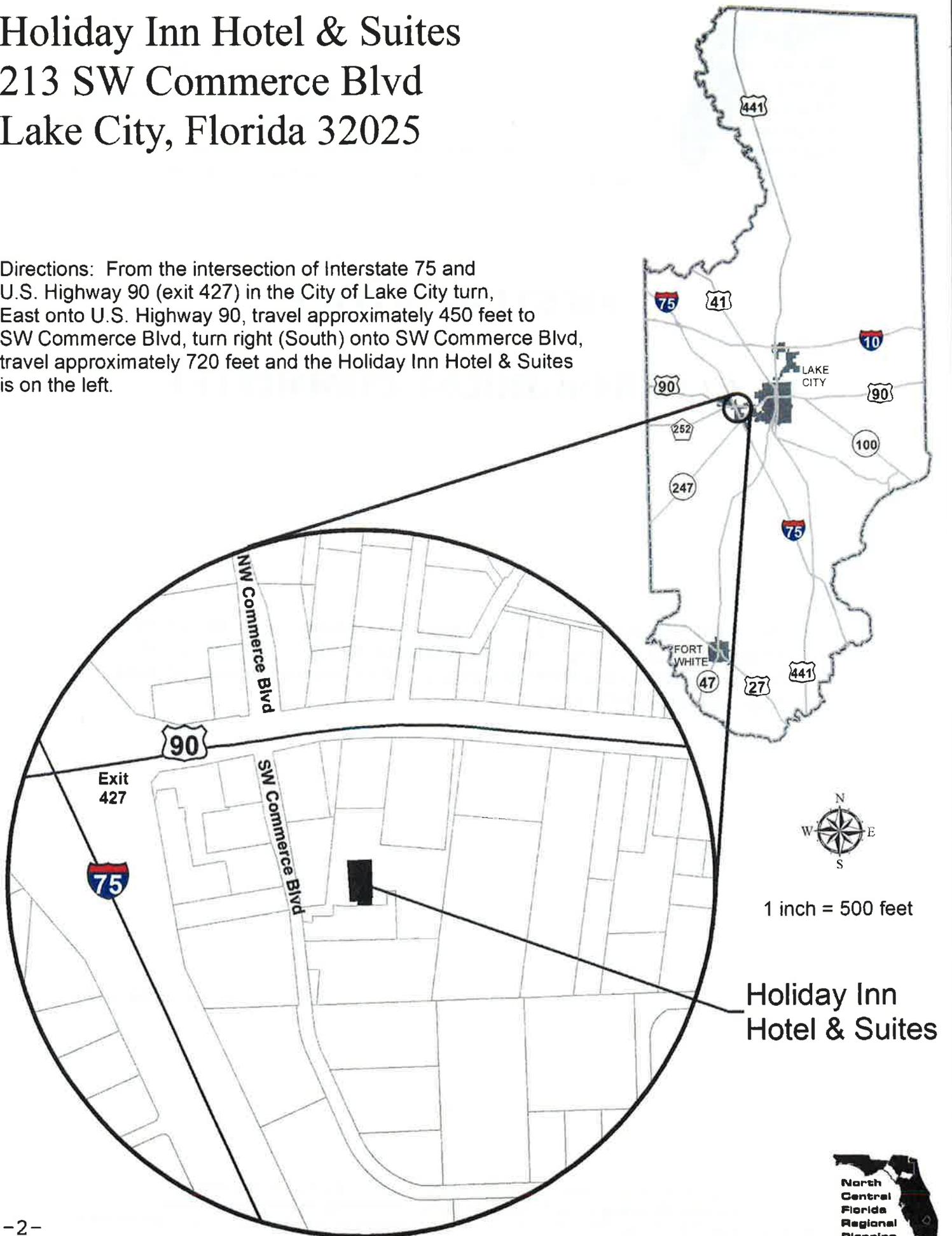
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **September 26, 2013**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

September 26, 2013
6:00 p.m.

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|--|------------------------|
| I. APPROVAL OF THE AUGUST 22, 2013 MEETING MINUTES | 5 |
| II. COMMITTEE-LEVEL REVIEW ITEMS | |
| <u>Comprehensive Plan Amendments</u> | |
| #71 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 13-3ESR) | 11 |
| #78 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 13-4ESR) | 25 |
| #79 - City of Gainesville Comprehensive Plan Draft Amendments (DEO 13-2ER) | 51 |
| <u>Developments of Regional Impact</u> | |
| Advent Christian Village Local Government Development Order Amendment | 135 |
| III. STAFF-LEVEL REVIEW ITEMS | |
| #75 - Pecan Tree Holdings, LLC - U.S. Department of Agriculture Rural Development Loan Application - High Springs, Alachua County, Florida | 143 |
| #77 - OBGTR, Inc - U.S. Department of Agriculture Rural Development Rural Business Loan Application - Starke, Bradford County, Florida | 151 |

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

August 22, 2013
6:00 p.m.

MEMBERS PRESENT

Thomas Hawkins, Vice-Chair
Donnie Hamlin
James Montgomery
Wesley Wainwright (via telephone)
Stephen Witt (via telephone)

MEMBERS ABSENT

Beth Burnham
Jim Catron
Sandra Haas, Chair
Mike Williams

STAFF PRESENT

Steven Dopp

OTHERS PRESENT

Frank Ogburn

The meeting was called to order at 6:25 p.m. by Vice-Chair Hawkins

Vice-Chair Hawkins requested that the following item received by Council staff after the agenda and meeting packet were distributed to Committee members be added to the Committee agenda:

#76 - City of Newberry Comprehensive Plan Draft Amendment (DEO No. 13-2ESR)

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Hamlin to add the above-referenced item to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF JULY 25, 2013 MEETING MINUTES

ACTION: It was moved by Commissioner Hamlin and seconded by Mr. Montgomery to approve the July 25, 2013 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#72- Madison County Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the County comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance provided the County includes recommended Conservation Element Objective 1.6 and its associated policies as presented in the staff report. Mr. Dopp noted that the staff report finds the County comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to the Regional Road Network provided the County includes Best Transportation Practices contained in the regional plan as goals and policies in the County Comprehensive Plan.

Mr. Dopp further noted that the staff report recommends replacing references to Prime Natural Aquifer Recharge Areas with references to high aquifer recharge areas.

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Hamlin to approve the staff report as circulated. The motion carried unanimously.

#73 - Northeast Florida Strategic Regional Policy Plan Proposed Update

Mr. Dopp stated the staff report recommends that the Northeast Florida Strategic Regional Policy Plan include policies similar to those contained in the North Central Florida Strategic Regional Policy Plan which discourage the transfer of groundwater across water management district boundaries until such time as the receiving jurisdiction has implemented all practicable water supply alternatives and conservation measures, and to discourage inter-district transfers where the projected water needs of the area from where the water is to be taken cannot be met. Mr. Dopp further noted the staff report recommends that the Northeast Florida Strategic Regional Policy Plan be amended to include a policy similar to a policy in the North Central Florida Strategic Regional Policy Plan which encourages water management districts to take into account, and to not violate, the minimum flows and levels of waterbodies located within adjacent water management districts when preparing water supply plans and when issuing consumptive use permits. Finally, Mr. Dopp stated the staff report recommends that the Northeast Florida Strategic Regional Policy Plan include a policy encouraging the inclusion of Transportation Planning Best Practices similar to those in the North Central Florida Strategic Regional Policy Plan in local government comprehensive plans and that the Northeast Florida Strategic Regional Policy Plan include examples of Transportation Planning Best Practices similar to those contained in the North Central Florida Strategic Regional Policy Plan.

ACTION: It was moved by Commissioner Wainwright and seconded by Mayor Witt to approve the staff report as circulated. The motion carried unanimously.

#74 - Town of Micanopy Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the Town comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments.

ACTION: It was moved by Commissioner Wainwright and seconded by Mr. Montgomery to approve the staff report as circulated. The motion carried unanimously.

#76 - City of Newberry Comprehensive Plan Draft Amendment (DEO No. 13-2ESR)

Mr. Dopp stated that the staff report finds the City comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, but is anticipated to have significant adverse impacts of segments of the Regional Road Network as well as significant adverse impacts on unincorporated Gilchrist County. Mr. Dopp noted that the staff report recommends the City include Transportation Planning Best Practices included in the regional plan as goals and policies in the City Comprehensive Plan in order to mitigate the impacts. Mr. Dopp further stated that the staff report recommends replacing the City

Clearinghouse Committee Minutes

August 22, 2013

Page 3

Comprehensive Plan map of high aquifer recharge areas with the Alachua County Aquifer Vulnerability Area map and to replace references in various City Comprehensive Plan policies to the current aquifer recharge map with references to the Alachua County Aquifer Vulnerability Area map.

ACTION: It was moved by Commissioner Hamlin and seconded by Commissioner Wainwright to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 7:05 p.m.

Sandra Haas, Chair

9/26/13

COMMITTEE-LEVEL ITEMS

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 9/26/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 71
Local Government: Alachua County
Local Government Item No. CPA 01-13
State Land Planning Agency Item No.: 13-3ESR

Date Mailed to Local Government and State Land Planning Agency: 9/27/13 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENTS

County item CPA 01-13 creates a new Agricultural Enclave land use classification, new Future Land Use Element policies pertinent to the land use classification consistent with Section 163.316(4), Florida Statutes, and reclassifies 143.425 acres from Rural/Agriculture (up to 1 dwelling unit per 5 acres) to Agricultural Enclave (up to 0.8 dwelling units per acre. See attached excerpts from the County staff report for additional information).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The subject property is located within one mile of State Road 24, which is identified in the regional plan as part of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan. The local government staff report indicates that traffic generated on the subject property at its maximum allowable density of use will not result in significant adverse impacts to State Road 24. The subject property is located within a Stream-to-Sink Watershed, a Natural Resource of Regional Significance as identified and mapped in the regional plan. Nevertheless, significant adverse impacts to the Natural Resource of Regional Significance are not anticipated as a result of the amendment as the County Comprehensive Plan contains policy direction to minimize adverse impacts to such areas, as well as the Floridan Aquifer (see attached).

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment.

Request a copy of the adopted version of the amendment?

| | |
|----------------|----------|
| Yes _____ | No _____ |
| Not Applicable | ___X___ |

It is recommended that these findings be forwarded to the County and the Florida Department of Economic Opportunity.

**EXCERPTS FROM COUNTY COMPREHENSIVE PLAN AMENDMENT
AND LOCAL GOVERNMENT STAFF REPORT**

ALACHUA COUNTY Office of Planning and Development Staff Report

Analysis of Request:

Background

This request is to change the future land use designation of the 136.43 acre site owned by Bill and Marilyn Deas from Rural/Agriculture to a newly created future land use designation of Agricultural Enclave on the Future Land Use Map, 2011-2030. The request also includes a text amendment with policies added to the Future Land Use Element to identify and define the Agricultural Enclave designation. This amendment, if approved, would permit single family residential units at a maximum gross density of 0.8 units per acre.



Figure 1. Locator map of the project site.

In 2006, the State of Florida passed an amendment to the *Agricultural Lands and Practices Act*, 163.3162, Florida Statutes, and included a definition for “agricultural enclave” in Section 163.3164. Under the statute a landowner whose property meets the definition of an “agricultural enclave” may apply for an amendment to the local government’s Comprehensive Plan to change the future land use designation of the property to request land uses and densities or intensities that are similar to those of surrounding properties. Such an amendment is “presumed not to be urban sprawl” as defined in s. 163.3164, F.S., “if it includes land uses and intensities of use that are consistent with the uses and intensities of use of the industrial, commercial, or

ALACHUA COUNTY

Office of Planning and Development Staff Report

residential areas that surround the parcel.” This presumption may be rebutted by clear and convincing evidence, but is otherwise maintained as long as the applicant complies with the agreed upon schedule for processing of the amendment that is negotiated in writing with the applicant and the landowner (Exhibit 1). Under the Statute, the local government and the landowner have 180 days from the date a complete application is submitted to negotiate in good faith on the appropriate land uses and densities/intensities for the site. By the end of the 180 days, the local government must transmit the proposed amendment to the state land planning agency for review, regardless of whether a consensus has been reached on uses and intensities. The application for this project was submitted on January 28, 2013. The schedule agreed upon with the applicant provides for steps to achieve final action on the amendment no later than the 180-day deadline, which is July 27, 2013; the projected date for the transmittal hearing with the Board of County Commissioners is April 9.

The definition of an agricultural enclave is provided in Section 163.3164(4), F.S., as shown below with a statement of how the subject property meets each of the criteria:

(4) “Agricultural enclave” means an unincorporated, undeveloped parcel that:

a) Is owned by a single person or entity;

The warranty deed provided by the applicant demonstrates that the subject property is owned by Mr. & Mrs. Deas.

b) Has been in continuous use for bona fide agricultural purposes, as defined by s. 193.461, for a period of 5 years prior to the date of any comprehensive plan amendment application;

Alachua County Property Appraiser records provided by the applicant identify the property's use as cropland, pasture or timber for at least the last 18 years.

c) Is surrounded on at least 75 percent of its perimeter by:

- 1. Property that has existing industrial, commercial, or residential development; or**
- 2. Property that the local government has designated, in the local government's comprehensive plan, zoning map, and future land use map, as land that is to be developed for industrial, commercial, or residential purposes, and at least 75 percent of such property is existing industrial, commercial, or residential development;**

The project site's total perimeter as shown in Figure 2 measures a total of approximately 11,928 linear feet. Existing low density residential development is adjacent to the site's northern, western, and southern perimeters. The perimeter for these three sides measures 10,660 linear feet, or 89% of the site's total perimeter.

d) Has public services, including water, wastewater, transportation, schools, and recreation facilities, available or such public services are scheduled in the capital improvement element to be provided by the local government or can be provided by an alternative provider of local government infrastructure in order to ensure consistency with applicable concurrency provisions of s. 163.3180; and

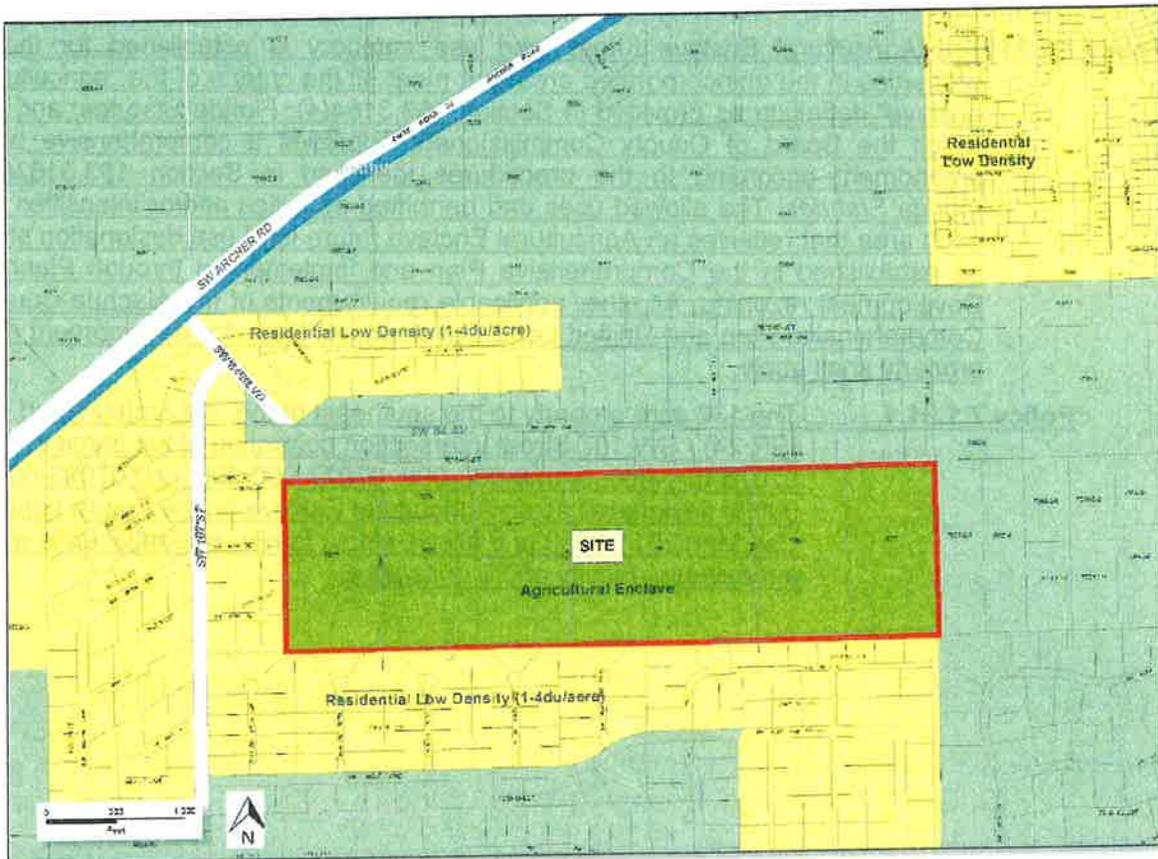
An analysis of public services is provided in the level of service analysis section of the staff report.

ALACHUA COUNTY Office of Planning and Development Staff Report

Attachments

Attachment A

Application CPA-01-13 (Large Scale Map Amendment) Request for a large-scale Comprehensive Plan map amendment for an Agricultural Enclave in accordance with Florida Statutes.



ALACHUA COUNTY

Office of Planning and Development Staff Report

Attachment B. Proposed Comprehensive Plan Policies

Application CPA-01-13 (Large Scale Text Amendment) Request for a large-scale Comprehensive Plan text amendment for an Agricultural Enclave in accordance with Florida Statutes.

Future Land Use Element - Section 7, Implementation

Policy 7.1.31 The Agricultural Enclave future land use category is established for those properties in the unincorporated area that meet all the criteria of the "agricultural enclave" definition as provided in Section 163.3164(4), Florida Statutes, and for which the Board of County Commissioners approves a comprehensive plan amendment according to the procedures identified in Section 163.3162(4), Florida Statutes. The allowed uses and permitted densities and/or intensities for each area that receives an Agricultural Enclave future land use designation shall be established in the Comprehensive Plan and implemented through Planned Development rezoning. All other applicable requirements of the Alachua County Comprehensive Plan and Unified Land Development Code for development of a property shall apply.

Policy 7.1.31.1 The 136 acre property to the southeast of the SW Archer Road (SR 24) / SW 107 Street intersection consisting of tax parcels 07075-001-000, 07076-000-000, 07077-000-000, and 07093-000-000 is designated as an Agricultural Enclave on the Future Land Use Map 2011-2030 and allows single family residential units with a maximum density of 0.8 units/acre.

EXCERPTS FROM THE COUNTY COMPREHENSIVE PLAN

GOAL 1

PROTECT NATURAL DRAINAGE FEATURES AND THE QUALITY OF WATERS AND PROTECT NEW AND EXISTING DEVELOPMENTS IN ACCORDANCE WITH ADOPTED LEVELS OF SERVICE FOR FLOODPLAIN MANAGEMENT, WATER QUANTITY AND WATER QUALITY.

OBJECTIVE 1.1

Maintain an inventory and evaluation of new and existing County and privately owned/maintained stormwater management facilities.

Policy 1.1.1 The current inventory program for County owned/maintained stormwater management facilities shall be expanded to include privately owned/maintained facilities as a part of the National Pollution Discharge Elimination System (NPDES), Phase II permit that must be obtained from the United States Environmental Protection Agency (EPA). The County shall develop a rating system for the evaluation of all stormwater management facilities. The criteria shall include the information needed for the acquisition of the NPDES, Phase II permit. All existing facilities shall be completely inventoried and re-evaluated with the new rating criteria within the five-year planning period. All new facilities shall be immediately incorporated into the inventory program utilizing the new rating system.

Policy 1.1.2 Improvements to deficient County-maintained facilities as determined by the rating system that are identified in the future will be scheduled in the Capital Improvements Program provided a funding source has been established.

Policy 1.1.3 The County shall investigate the feasibility of establishing a Stormwater Utility for the purposes of funding improvements to the existing systems and the on-going monitoring and maintenance of all stormwater management systems.

OBJECTIVE 2.1

Deficient stormwater management and drainage facilities will be upgraded in accordance with Chapter 62-25 F.A.C and federal, state, regional, water management districts (WMD) and local regulations in effect on the date of adoption of this Comprehensive Plan to an acceptable level of service to prevent violations of water quality standards.

Policy 2.1.1 No development order shall be issued for new development which would result in an increase in demand on deficient facilities unless one of the following criteria are met:

- (a) The necessary facilities are under construction at the time a development permit is issued and will be completed when the impacts of development occur; or
- (b) The necessary facilities are guaranteed in an enforceable development agreement that includes the provisions set forth in Policy 1.3.2(a) of the Capital Improvements Element; or
- (c) The development is limited to pre-development contributions to the capacity of the existing facility in cases where upgrading of existing facilities would create adverse stormwater impacts to adjacent or downstream properties.

Water Quantity

| | |
|--------------------------|--|
| Retention basins..... | 100 year/ critical-duration storm or applicable Water Management District standards |
| Detention basins..... | 25 year/critical-duration storm with 100 year/critical-duration storm routing analysis |
| Storm sewer systems..... | 3 year/10 minute |
| Crossdrains..... | 10/25 year/24hr. storm for closed system 100 Year/24hr. for open system |
| Sidedrains..... | 10 year/20 minute |

Water Quality

All new development, redevelopment, and, when expansion occurs, existing developed areas, must provide adequate stormwater treatment so as not to degrade the water quality of the receiving water body. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this Comprehensive Plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will degrade the water quality of the watershed. Regardless of the area served, the stormwater treatment provided must provide a level of treatment which meets or exceeds Chapter 62-25 F.A.C. and applicable federal, state, regional, WMD and local requirements in effect on the date of adoption, April 8, 2002 of this Comprehensive Plan.

- Policy 3.1.2** Stormwater management facilities for new development shall be provided concurrent with the impacts of such development as part of the County's Concurrency Management Program.
- Policy 3.1.3** The County shall promote the use of and will assist in the development and implementation of regional master stormwater management plans for Activity Centers.
- Policy 3.1.4** The County shall amend land development regulations to include the standards adopted in this Stormwater Management Element.
- Policy 3.1.5** Upon receipt of new Flood Insurance Rate Maps, the County will review and update the Future Land Use Map and adopted level of service standards. The County will provide assistance to the maximum extent practicable, in application for Letters of Map Revision or Letters of Map Amendments solicited from the Federal Emergency Management Agency.

OBJECTIVE 4.1

The County shall continue to maintain and improve existing stormwater management facilities in order to maximize their capacity and lifespan and to ensure that discharges do not violate State water quality standards.

- Policy 4.1.1** The Public Works Department shall have a preventive maintenance program for stormwater management facilities to maximize the efficiency of existing structures.

Policy 4.1.2 The County shall amend its development regulations to ensure periodic inspection and routine maintenance of privately owned community stormwater management facilities. The County shall coordinate inspections of privately owned stormwater management facilities with the appropriate water management district to avoid duplication of inspections. The County shall investigate and implement, if determined to be financially-feasible, appropriate design techniques and maintenance strategies to minimize mosquito propagation.

OBJECTIVE 5.1

Alachua County will ensure the protection of natural drainage features, including surface water quality and groundwater aquifer quality and quantity recharge functions, from stormwater runoff.

- Policy 5.1.1** All development outside a regional master plan shall control post-development runoff rates and/or volumes to not exceed pre-development runoff rates and/or volumes.
- Policy 5.1.2** Stormwater runoff from development shall not adversely impact stormwater storage capacity of adjacent lands, identified conservation areas, or downstream surface waters or groundwaters.
- Policy 5.1.3** All stormwater management facilities shall be constructed and operated in accordance with State Water Policy and shall not cause violations of State water quality standards.
- Policy 5.1.4** Stormwater runoff from development activities shall not violate State water quality standards during construction.
- Policy 5.1.5** All new development, redevelopment, and, when expansion occurs, existing developed areas with a stormwater discharge to an active sinkhole shall provide a minimum treatment of the runoff from the first two (2) inches of rainfall from the design storm.
- Policy 5.1.6** All new development, redevelopment, and, when expansion occurs, existing developed areas located within the High Aquifer Recharge Areas shall provide treatment of the stormwater before it enters the Floridan Aquifer. This shall be presumed to have been met by designing and constructing a stormwater management system to control post-development water runoff rate and/or volume and water quality to not exceed pre-development runoff rate and/or volume and water quality.
- Policy 5.1.7** New stormwater management systems which receive stormwater from areas which are a potential source of oil and grease contamination shall include a baffle, skimmer, grease trap, pre-treatment basin or other mechanism suitable for preventing oil and grease from leaving the stormwater management system in concentrations that would cause violations of water quality standards in the groundwater or receiving waters.
- Policy 5.1.8** Conserve and enhance through the use of system upgrades the use of drainageways where appropriate as habitat corridors which allow the passage of wildlife between natural areas and throughout the County, as well as providing wildlife habitat.
- Policy 5.1.9** Conserve and enhance the use of floodplains where appropriate for flood and erosion control.
- Policy 5.1.10** Alachua County shall require stormwater management facilities be designed in accordance with the Stormwater Management and Landscaping Policies of the Metropolitan Transportation Planning Organization (MTPO) as outlined in the MTPO Policies Manual as an integral part of the development, as a physical or visual amenity

that provides usable open space or that resembles native habitat communities by planting native vegetation in and around the facility to the maximum extent feasible.

Policy 5.1.11 Stormwater management facilities shall utilize contours of the site and minimize disturbance to existing natural features to maximum extent feasible. The county shall develop land development regulations that incentivize, encourage, and require where necessary, environmentally sensitive approaches to stormwater management, including Low Impact Development (LID) techniques and the protection of natural areas and features.

Policy 5.1.12 The proportion of the area of stormwater management facilities to the area of the site shall be limited to the maximum extent practicable through LID techniques, the reduction of impervious surfaces via vertical construction and the use of alternative parking surfaces in order to preserve the existing pre-development hydro-period from discharge to wetland systems and adequate existing vegetation on the site.

OBJECTIVE 6.1

Ensure that stormwater discharges to groundwater or surface water resources that are within or affecting more than one governmental jurisdiction are effectively managed to preserve, protect, and enhance those watershed resources through continued active County coordination with adjacent governments and appropriate agencies.

Policy 6.1.1 Drainage improvements in unincorporated Alachua County shall be coordinated with the goals, objectives and policies of the Conservation and Open Space Element of this plan.



BIORETENTION AREAS (PICTURED ABOVE) ARE ONE EXAMPLE OF A LOW IMPACT DEVELOPMENT (LID) TECHNIQUE

Policy 6.1.2 County land development regulations shall continue to ensure that standards for the treatment and discharge of stormwater runoff from developments within the watershed of surface waters that flow into adjacent governmental jurisdictions are consistent with the standards established by those jurisdictions.

Policy 6.1.3 All appropriate state, water management district, and/or federal permits required by a development shall be obtained and submitted to the County prior to the issuance of construction permits. The County shall pursue opportunities for one-stop permitting with all appropriate agencies. The most restrictive criteria of the County or other agencies shall be utilized.

Policy 6.1.4 The County shall solicit input and review of proposed development which has the potential of discharging stormwater runoff into surface waters of other jurisdictions in accordance with procedures established in the Intergovernmental Coordination Element of this plan.

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 9/26/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 78
Local Government: Alachua County
Local Government Item No: CPA 03-13 PSFE
State Land Planning Agency Item No: 13-4ESR

Date Mailed to Local Government and State Land Planning Agency: 9/27/13 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The amendment consists of text amendments to the County Comprehensive Plan Public School Facilities Element and the Capital Improvements Element resulting from recent amendments to the Alachua County Public Schools Interlocal Agreement (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, regional facilities, or adjoining local governments.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur to adjacent local governments as a result of the amendment.

Request a copy of the adopted version of the amendment?

Yes _____ No _____

Not Applicable _____ X _____

It is recommended that these findings be forwarded to the County and the Florida Department of Economic Opportunity.

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

ATTACHMENT A

Language to be added is shown in underlined text and language to be deleted is shown in ~~struck through text~~.

CPA-03-13: Amendments to Public School Facilities Element of the Alachua County Comprehensive Plan: 2011-2030, as follows:

GOAL 1

THE COUNTY SHALL COLLABORATE WITH THE SCHOOL BOARD OF ALACHUA COUNTY (SBAC) TO PLAN FOR PUBLIC SCHOOL CAPACITY TO ACCOMMODATE PROJECTED ENROLLMENT DEMAND WITHIN THE FIVE YEAR, TEN YEAR, AND TWENTY YEAR PLANNING PERIODS.

OBJECTIVE 1.1 - COORDINATE LAND USE AND SCHOOL CAPACITY. ~~[9] 5.025(3)(B)(4)(5), AND (6) F.A.C.]~~

It is the objective of Alachua County to coordinate land use decisions [see definition] with school capacity planning. This objective will be accomplished recognizing the SBAC's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the County's authority for land use, including the authority to approve or deny petitions for future land use and rezoning for residential development that generate students and impact the Alachua County school system.

Policy 1.1.1 Coordinated Map Series ~~[9] 5.025(3)(c)(6), (4)(a) and (4)(b) F.A.C.]~~

The County, in conjunction with the SBAC and the municipalities within the County, shall annually update and maintain a public school facilities map series as supporting data and analysis. This map series including the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period, will be coordinated with the County's Future Land Use Map or Map Series. The map series shall include at a minimum:

- (a) A map or maps which identify existing location of public school facilities by type and existing location of ancillary plants;
- (b) A future conditions map or map series which depicts the planned general location of public school facilities and ancillary plants and renovated facilities by year for the five year planning period, and for the end of the long range planning period of the County; and,
- (c) A map or map series which depicts School Concurrency Service Areas (SCSAs) for high schools, middle schools and elementary schools.

Policy 1.1.2 Coordinate School Capacity with Planning Decisions

Alachua County shall coordinate land use decisions with the School Board's Long Range Facilities Plans over the 5-year, 10-year and 20-year periods by requesting School Board review of proposed comprehensive plan amendments and rezonings that would

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increase residential density. This shall be done as part of a planning assessment of the impact of such land use development proposals on school capacity.

Policy 1.1.3 Geographic Basis for School Capacity Planning

For purposes of coordinating land use decisions with school capacity planning, the School Concurrency Service Areas (SCSAs) that are established for high, middle and elementary schools as part of the Interlocal Agreement for Public School Facility Planning ("Interlocal Agreement") shall be used for school capacity planning. The relationship of high, middle and elementary capacity and students anticipated to be generated as a result of land use decisions shall be assessed in terms of its impact (1) on the school system as a whole and (2) on the applicable SCSA(s). For purposes of this planning assessment, existing or planned capacity in adjacent SCSAs shall not be considered.

Policy 1.1.4 Criteria for Evaluating Land Use Decisions

In reviewing land use decisions, the SBAC may address the following issues as applicable:

- (a) Available school capacity or planned improvements to accommodate the enrollment resulting from the land use decision;
- (b) The provision of school sites and facilities within neighborhoods;
- (c) The co-location of parks, recreation and neighborhood facilities with school sites;
- (d) The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks for safe access;
- (e) Traffic circulation in the vicinity of schools including the provision of off-site signalization, signage, access improvements, sidewalks to serve schools and the inclusion of school bus stops and turnarounds;
- (f) Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;
- (g) Whether the proposed location is consistent with any local government's school design and planning policies.

Policy 1.1.5 SBAC Report to County

The SBAC shall report its findings and recommendations regarding the land use decision to the County. If the SBAC determines that capacity is insufficient to support the proposed land use decision, the SBAC shall include its recommendations to remedy the capacity deficiency including estimated cost ~~and financial feasibility~~. The SBAC shall forward the Report to all municipalities within the County.

Policy 1.1.6 County to Consider SBAC Report

The County shall consider and review the SBAC's comments and findings regarding the availability of school capacity in the evaluation of land use decisions.

Policy 1.1.7 Capacity Enhancement Agreements

Where feasible and agreeable to the County, SBAC, affected jurisdictions and the applicant, Capacity Enhancement Agreements shall be encouraged to ensure adequate capacity is available at the time the school impact is created. The SBAC's Long Range

Facilities Plans over the 5-year, 10-year and 20-year periods shall be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

Policy 1.1.8 Educational Facilities Benefit District Funding Option

The School Board and local governments may consider establishment of Educational Facilities Benefit Districts [Section 1013.355-357, F.S] as a funding option if needed to achieve or maintain level of service standards ~~financial feasibility~~.

Policy 1.1.9 SBAC to Report to the Elected Officials Group

The SBAC will annually provide a cumulative report of land use decisions and the effect of these decisions on public school capacity to the Elected Officials Group – comprised of representatives of the School Board, the County and the municipalities within the County – established by the Interlocal Agreement for Public School Facility Planning.

GOAL 2

PROVIDE ADEQUATE PUBLIC SCHOOL CAPACITY TO ACCOMMODATE ENROLLMENT DEMAND WITHIN A ~~FINANCIALLY FEASIBLE~~ THE SCHOOL BOARD'S FIVE-YEAR DISTRICT FACILITIES WORK PROGRAM

OBJECTIVE 2.1 - IMPLEMENT SCHOOL CONCURRENCY

The County shall coordinate with the SBAC to assure the future availability of adequate public school facility capacity through its authority to implement school concurrency.

Policy 2.1.1 ~~Amendment of~~ Interlocal Agreement

~~By July 1, 2008, the~~ County shall ~~amend~~ maintain the Interlocal Agreement for Public School Facility Planning to implement school concurrency in concert with the SBAC and the municipalities. The Interlocal Agreement shall be consistent with the goals, objectives and policies of ~~this the~~ Element.

Policy 2.1.2 Ordinance Implementing School Concurrency

The County shall ~~amend its land development regulations to include~~ implement the provisions for public school concurrency management through its land development regulations.

OBJECTIVE 2.2 - LEVEL OF SERVICE STANDARDS

The County shall ensure, in coordination with the SBAC, that the capacity of public schools is sufficient to support final development plans for residential developments at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements. ~~After the first 5-year schedule of capital improvements, capacity shall be maintained within each year of subsequent 5-year schedules of capital improvements.~~

Policy 2.2.1 Uniform Application of Level of Service (LOS) Standards

The LOS standards established herein shall be applied consistently by all the local governments within Alachua County and by the SBAC on a district-wide basis to all schools of the same type.

Policy 2.2.2 Level of Service (LOS) Standards

The uniform, district-wide LOS standards shall be 100% of **Permanent** Program Capacity [see definition] for elementary, middle and high schools. This LOS standard shall apply to all school concurrency service areas (SCSAs) as adopted in the Interlocal Agreement, ~~except on an interim basis for the three elementary school concurrency service areas listed below. The interim LOS standards for these three elementary school concurrency service areas shall be as follows for the periods specified below:~~

~~(a) High Springs CSA – 120% of Permanent Program Capacity through 2010-2011;~~

~~(b) Newberry CSA – 115% of Permanent Program Capacity through 2010-2011;~~
~~and,~~

~~(c) West Urban CSA – 115% of Permanent Program Capacity through 2010-2011.~~

~~(d)~~ For combination schools, the School Board shall separately determine the capacity of each school to accommodate elementary, middle and high students and apply the LOS Standard prescribed above for elementary, middle and high levels respectively.

Policy 2.2.3 Amendment of Level of Service (LOS) Standards

If there is agreement to amend the LOS standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the local government comprehensive plans. The amended LOS standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed. Changes to LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard ~~is financially feasible and~~ can be reasonably met and achieved and maintained within the period covered by the applicable five years of the SBAC Five-Year Work Program.

OBJECTIVE 2.3 - SCHOOL CONCURRENCY SERVICE AREAS

The County shall, in coordination with the SBAC and municipalities within the County, establish School Concurrency Service Areas (SCSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted LOS standards.

Policy 2.3.1 School Concurrency Service Area (SCSA) Maps

SCSAs for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. SCSA boundaries shall be included as a part of the Data and Analysis supporting this Element and included in the PSFE Map Series as part of that supporting data.

Policy 2.3.2 Criteria for School Concurrency Service Areas

SCSAs shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into

account minimization of transportation costs, limitations on maximum student travel times, the effect of court approved desegregation plans, and recognition of the capacity commitments resulting from the development approvals by the local governments within Alachua County.

SCSA boundaries shall consider the relationship of school facilities to the communities they serve including reserve area designations and extra-territorial areas established under the "Alachua County Boundary Adjustment Act" and the effect of changing development trends.

Policy 2.3.3 Modifying School Concurrency Service Areas

The County, in coordination with the SBAC and the municipalities within the County, shall require that prior to adopting a modification to SCSAs, the following standards will be met:

- (a) Potential modifications to the SCSAs may be considered annually. Supporting data and analysis for modified SCSAs shall be included in the annual update to the SBAC's 5-Year Work Program.
- (b) Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy 2.3.2.
- (c) Any modifications to the SCSA boundaries shall be modified based on supporting data and analysis showing that the Level of Service standard can be reasonably met for the amended SCSAs ~~are financially feasible~~ within the five-year period described by the 5-Year District Facilities Work Program. ~~five-year schedule of capital improvements.~~
- (d) Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps.
- (e) At such time as the SBAC determines that a SCSA boundary change is appropriate considering the above criteria, the SBAC shall transmit the proposed SCSA boundary modification with data and analysis to support the changes to the Elected Officials Group.
- (f) The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the SBAC and the parties to the Interlocal Agreement.
- (g) Modifications to a SCSA shall become effective upon final approval by the SBAC and amendment of the Interlocal Agreement for Public School Facility Planning by the parties to the agreement.

OBJECTIVE 2.4 - SCHOOL CONCURRENCY REVIEW PROCESS

In coordination with the SBAC, the County will establish a joint process for implementation of school concurrency which includes applicability, capacity determination, availability standards, and school capacity methodology.

Policy 2.4.1 Development Review

The issuance of final ~~development orders subdivisions or plats and site plan approvals~~ for residential development shall be subject to the availability of adequate school capacity based on the Level of Service (LOS) standards adopted in this Element.

Policy 2.4.2 Exemptions

The following residential developments are exempt from the school concurrency requirements:

- (a) Single family lots of record that received final subdivision or plat approval prior to ~~October 3, 2008 the effective date of the PSFE~~, or single family subdivisions or plats actively being reviewed ~~on or before June 28, 2008 at the time of adoption of the PSFE~~ that ~~have~~ received preliminary development plan approvals and the development approval has not expired.
- (b) Multi-family residential development that received final site plan approval prior to ~~October 3, 2008 the effective date of the PSFE~~, or multi-family site plans ~~that were~~ actively being reviewed ~~on or before June 28, 2008 at the time of adoption of the PSFE~~ that ~~have~~ received preliminary development plan approvals and the development approval has not expired.
- (c) Amendments to subdivisions or plat and site plan for residential development that were approved prior to ~~October 3, 2008 the effective date of the PSFE~~, ~~and~~ which do not increase the number of students generated by the development.
- (d) Age restricted developments that prohibit permanent occupancy by persons of school age. Such restrictions must be recorded, irrevocable for a period of at least thirty (30) years and lawful under applicable state and federal housing statutes. The applicant must demonstrate that these conditions are satisfied.
- (e) Group quarters that do not generate students in public school facilities, including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and non-youth facilities.

Policy 2.4.3 Student Generation Rates and Costs per Student Station

Student generation rates used to determine the impact of a particular development application on public schools, and the costs per student station shall be determined in accordance with professionally accepted methodologies and ~~adopted~~ established annually by the SBAC ~~in with~~ the 5-Year District Facilities Work Program.

Policy 2.4.4 School Capacity and Enrollment

The SBAC shall determine the level of service or utilization rate of each school using a uniform methodology. The SBAC shall use ~~permanent~~ program capacity as the methodology to determine the capacity of elementary, middle, and high school facilities. School enrollment shall be based on the enrollment of each individual school based on counts reported by the SBAC to the Department of Education.

Policy 2.4.5 Determination of Adequate Capacity

~~The SBAC staff shall conduct a~~ **A** concurrency review shall be conducted for all development plan approvals that are subject to school concurrency in accordance with procedures for coordination of such reviews by the County and the School Board established in the Interlocal Agreement. These procedures shall provide for review of individual development proposals by SBAC staff to determine whether there is adequate public school capacity to accommodate the proposed development, and issuance by the County of a concurrency determination based on SBAC staff's review and recommendation. This review shall include findings and recommendations to the County whether there is adequate school capacity to accommodate the proposed development. These procedures shall also provide for the SBAC in coordination with local governments in the County to prepare an annual report based on existing and projected capacity and enrollment and student generation rates that establishes maximum thresholds for developments at or below which adequate public school capacity will be available; for developments at or below these thresholds the County may determine as part of the County's development review process that there is adequate public school capacity without SBAC staff review of such developments.

(a) Adequate school capacity means there is sufficient school capacity at the adopted LOS standards to accommodate the demand created by a proposed development for each type of school within the affected CSA.

(b) ~~The SBAC's findings and recommendations analysis shall address whether adequate capacity exists for each type of school, based on the level of service standards.~~ If adequate capacity does not exist, the SBAC shall identify possible mitigation options that may be considered applied consistent with the policies set forth within Objective 2.5. In the event that the SBAC determines that there is not adequate capacity in accordance with the concurrency availability standard in Policy 2.4.6., then the development application may remain active pending the conclusion of the mitigation negotiations and execution of a legally binding mitigation agreement in accordance with the policies under Objective 2.5.

~~The County will issue a concurrency determination based on the SBAC written findings and recommendations.~~

Policy 2.4.6 Concurrency Availability Standard

School concurrency applies only to residential development or a phase of residential development requiring a final development order subdivision or plat approval, site plan, or its functional equivalent, proposed or established on or after October 3rd, 2008, the effective date of the Public School Facilities Element (PSFE).

The County shall include amend the concurrency management provisions systems in its land development regulations to require that all new residential development be reviewed for school concurrency no later than the time of final subdivision, final plat or final site plan. The County shall not deny a final development order subdivision, final

~~plat or final site plan for residential development~~ due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

- (a) Adequate school facilities will be in place or under construction within three years, as provided in the SBAC 5-Year District Facilities Work Program ~~for School Concurrency adopted as part of the Capital Improvements Element~~, after the issuance of the final development order subdivision, final plat or final site plan for residential development; or,
- (b) Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years, as provided in the SBAC 5-Year District Facilities Work Program ~~Plan for School Concurrency adopted as part of the Capital Improvements Element~~, after the issuance of the final development order subdivision, final plat or final site plan approval; or,
- (c) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final development order subdivision, plat or site plan (or functional equivalent) as provided in this element.

Policy 2.4.7 Reservation of Capacity

~~The County shall not issue a Final Certificate of Level of Service Compliance for any non-exempt residential development application until the School District has issued a School Capacity Availability Determination Letter verifying capacity is available to serve the development. A determination of adequate~~ The School Capacity Determination Letter shall indicate a temporary commitment of capacity of the necessary school facilities for purposes of development review and approval for a period not to exceed one year from Preliminary Development Plan Approval or until a Final Development Order is issued, whichever occurs first, or as specified for phased projects in the County's land development regulations.

- (a) Once the County reserves school capacity for concurrency purposes as a part of the Final Development Order, the school capacity necessary to serve the development shall be considered reserved for a period not to exceed three (3) years or until completion of construction of development infrastructure required by the Development Order or longer if the SBAC concurs that there is sufficient capacity as specified in the County's Land Development Regulations. These time frames shall be subject to any State-mandated extensions of development approvals.
- (b) Phased projects, as provided for in the Alachua County land development regulations, may obtain approval for a longer period, provided the development order is in accordance with an development agreement entered into by the School Board, Alachua County, and the developer, which may include a phasing schedule or other timing plan for development plan approvals, capacity reservation fees, capacity enhancement agreements, or other requirements as determined by the School Board.
- (c) The County shall notify shall notify the SBAC within fifteen (15) working days of the approval or expiration of a concurrency reservation for a residential

development. No further determination of school capacity availability shall be required for the residential development before the expiration of the Final Certificate of Level of Service Compliance, except that any change that would increase student generation requires review.

Policy 2.4.8 ~~Subdivision and Site Plan Standards~~

~~In the event that the SBAC determines that there is not sufficient capacity in the affected concurrency service area or an adjacent concurrency service area to address the impacts of a proposed development, the following standards shall apply. Either (1) the site plan or final subdivision must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation in Objective PSFE 2.5; or (2) the final site plan or final subdivision must be delayed to a date when capacity enhancement and level of service can be assured.~~

Policy 2.4.9 ~~Capacity Availability~~

~~In evaluating a subdivision plat or site plan for concurrency, any relevant programmed improvements in years 2 or 3 of the 5-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years 4 or 5 of the 5-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through SBAC funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within 3 years. (The SBAC may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.)~~

OBJECTIVE 2.5 - PROPORTIONATE SHARE MITIGATION

Alachua County, in coordination with the SBAC, shall provide for mitigation alternatives that are determined by the SBAC to ~~be financially feasible and will~~ achieve and maintain the adopted LOS standard consistent with the adopted SBAC's ~~financially feasible~~ 5-Year District Facilities Work Program.

Policy 2.5.1 Mitigation Options

Mitigation may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the SBAC assumes operational responsibility through incorporation in the adopted SBAC's ~~financially feasible~~ Five-Year District Facilities Work Program and which will maintain adopted LOS standards.

- (a) The payment of a proportionate share amount as calculated by the formula in Policy 2.5.3 or the equivalent donation, construction, or funding of school facilities or sites in accordance with costs determined by the School Board sufficient to offset the demand for public school facilities created by the proposed development;
- (b) The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits; and,
- (c) The establishment of a charter school with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF).

Policy 2.5.2 Mitigation Must Enhance Permanent Program Capacity

Mitigation must be directed toward a permanent program capacity improvement identified in the SBAC's ~~financially feasible~~ 5-Year District Facilities Work Program, which satisfies the demands created by the proposed development consistent with the adopted LOS standards. ~~Relocatable classrooms will not be accepted as mitigation.~~

~~Policy 2.5.3 Mitigation to Meet Financial Feasibility~~

Mitigation shall be directed to projects on the SBAC's ~~financially feasible~~ 5-Year District Facilities Work ~~Program Plan~~ that the SBAC agrees will satisfy the demand created by that development approval. Such mitigation proposals shall be reviewed by the SBAC, the County and any affected municipality. If agreed to by all parties, the mitigation shall be assured by a legally binding development agreement between the SBAC, the County, and the applicant which shall be executed prior to the County's issuance of the final ~~development order subdivision plat or the final development plan approval~~. ~~If the mitigation proposal is for a project that is not within the SBAC's adopted 5-Year Work Plan, acceptance of the proposal will be subject to determination by the SBAC of the financial feasibility of the project.~~ If the SBAC agrees to the mitigation, the SBAC must commit in the agreement to placing the improvement required for mitigation in its 5-Year District Facilities Work Program.

Policy 2.5.43 Calculating Proportionate Share

The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) = NUMBER OF DWELLING UNITS BY HOUSING TYPE
X STUDENT GENERATION MULTIPLIER (BY HOUSING TYPE AND SCHOOL TYPE)

PROPORTIONATE SHARE AMOUNT = NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) X COST PER
STUDENT STATION FOR SCHOOL TYPE.

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle or high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review.

The SBAC average cost per student station shall only include school facility construction and land costs, and costs to build schools to emergency shelter standards when applicable.

The applicant's proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

OBJECTIVE 2.6 - ADOPTION OF SBAC FIVE-YEAR DISTRICT FACILITIES WORK PROGRAM

~~Effective July 1, 2008 and no later than December 1st of e~~Each year ~~thereafter~~, the County shall adopt (which adoption may be through incorporation by reference) in its Capital Improvements Element, the SBAC's annually updated 5-Year District Facilities Work Program.

Policy 2.6.1 Development, Adoption and Amendment of the SBAC 5-Year District Facilities Work Program

The SBAC shall annually update and amend the Five-Year District Facilities Work Program to reflect the (LOS) standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The Five-Year District Facilities Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule. The Five-Year District Facilities Work Program shall also address the correction of existing facility deficiencies and facilities needed to meet future needs. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent 5-year schedule of capital improvements necessary to address existing deficiencies and meet future needs based upon achieving and maintaining the adopted level of service standards. The County shall have neither obligation nor responsibility for funding the Five-Year District Facilities Work Program by adopting the SBAC's Five-Year District Facilities Work Program into the Capital Improvements Element.

GOAL 3

PROVIDE SAFE AND SECURE PUBLIC SCHOOLS SITED WITHIN WELL DESIGNED COMMUNITIES.

OBJECTIVE 3.1 - SCHOOL LOCATION AND SITE DESIGN

The County shall establish standards and criteria to guide the location of future public schools.

Policy 3.1.1 Coordination of Existing School Facilities and Sites

Standards regarding existing and future public school facilities and sites in the unincorporated area of Alachua County shall be as provided in Section 5.3 and related sub-policies in the Future Land Use Element of the Alachua County Comprehensive Plan. This includes identification of Future Land Use categories where public educational facilities shall be allowable uses; areas where future educational facilities shall be avoided; encouraging the location of elementary and middle schools within existing or proposed residential areas or village centers, and near public facilities to facilitate joint use; providing for reasonable development standards and conditions for school site planning including promotion of safe pedestrian and bicycle access; and, linking schools with surrounding residential areas by bikeways and sidewalks.

Policy 3.1.2 Coordination of Future School Facilities and Sites

All new public schools built within the unincorporated County will be coordinated by the SBAC with the County to verify consistency between the location of public school with the County's Comprehensive Plan, ensure that the new schools are proximate and consistent with existing and proposed residential areas, serve as community focal points, are co-located with other appropriate public facilities when possible, and shall have the on-site and off-site infrastructure necessary in place to support the new school.

Policy 3.1.3 Bus Stops

The County shall, in cooperation with the SBAC, develop and adopt design standards for school bus stops and turnarounds in new developments and redevelopment projects.

OBJECTIVE 3.2 - ENCOURAGE SCHOOLS AS FOCAL POINTS OF COMMUNITY PLANNING AND DESIGN

Policy 3.2.1 Enhance Community/Neighborhood Design

The County, in conjunction with the SBAC, shall promote the neighborhood concept in new developments or redevelopment by encouraging the use of existing schools as neighborhood centers or focal points.

OBJECTIVE 3.3 - CONSIDER COMPATIBILITY OF USES ADJACENT TO PUBLIC SCHOOLS

Policy 3.3.1 Compatibility of Adjacent Uses

The County shall consider input from the SBAC in reviewing plan amendments and rezonings concerning compatibility of proposed uses adjacent to existing schools and known future school sites.

OBJECTIVE 3.4 - COORDINATE WITH SBAC ON REDUCTION OF HAZARDOUS WALKING CONDITIONS

Policy 3.4.1 Safe Ways to School

To reduce hazardous walking conditions consistent with Florida's safe ways to school program, Alachua County shall coordinate with the SBAC to implement the provisions of Section 1006.23, Florida Statutes, including identification and correction of hazardous conditions along walking routes to schools, and identification of proposed projects to remedy such conditions for priority consideration in the annual review and update of the Capital Improvement Program.

OBJECTIVE 3.5 - SCHOOL SITING STANDARDS

The County will establish siting standards for schools.

Policy 3.5.1 Evaluation of Potential School Sites

Potential school sites shall be consistent with the school siting standards provided in the Interlocal Agreement for Public School Facility Planning.

OBJECTIVE 3.6 - SCHOOL DEVELOPMENT STANDARDS

The County shall establish development standards for schools to achieve compatibility with surrounding neighborhoods and the community.

Policy 3.6.1 School Development Standards

The County shall require the development of school sites to be consistent with the following standards provided these requisites are not in conflict with the State Requirements for Educational Facilities (SREF) or unless the Board of County Commissioners approves changes or modifications:

- (a) The location, arrangement, and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property;
- (b) The following minimum size guidelines have been recommended by the SBAC: Elementary School - 25 acres, Middle School - 35 acres, High School - 65 acres. These guidelines shall not preclude smaller sized sites if determined to be acceptable by the School Board.
- (c) Maximum height of the school structure shall adhere to the height requirements established for the zoning district for the school site zoning district;
- (d) Building setbacks from property lines for all schools shall adhere to the minimum building setback requirements established for the zoning district for the school site zoning district;
- (e) All parking areas on school sites shall adhere to the minimum setback requirements established for the zoning district;
- (f) Access to school sites shall be governed by the County's and FDOT's access management regulations, including installation by the SBAC, or other party as determined by Alachua County, of all access-related improvement required by such regulations;
- (g) The site shall be required to provide bicycle/pedestrian connections to sidewalks, trails, and bikeways internal or adjacent to residential neighborhoods, including the provision of safe roadway crossings;
- (h) Development of the site shall be consistent with applicable policies contained within the Conservation and Open Space Element of this plan.

OBJECTIVE 3.7 - COORDINATE SUPPORTING INFRASTRUCTURE

The County shall coordinate with the SBAC plans for supporting infrastructure.

Policy 3.7.1 Coordination of Planned Improvements

As part of the annual review and update of the Capital Improvements Element, the County shall consider infrastructure required to support new school facilities.

GOAL 4

PROMOTE AND OPTIMIZE INTERGOVERNMENTAL COOPERATION FOR EFFECTIVE FUTURE PLANNING OF PUBLIC SCHOOL SYSTEM FACILITIES.

OBJECTIVE 4.1 - SCHOOL BOARD REPRESENTATION

Policy 4.1.1 Appointed Local Planning Agency (LPA) and Planning Commission Members

As provided in the Interlocal Agreement ~~for Public School Facility Planning, the County shall include a representative appointed by the School Board on the Local Planning Agency (LPA) and Planning Commission as a voting member. to attend those meetings at which the agencies consider comprehensive plan amendments and rezonings that~~

~~would, if approved, increase residential density on the property that is the subject of the application.~~

Policy 4.1.2 Development Review Representative

As provided in the Interlocal Agreement ~~for Public School Facility Planning~~, the School Board will appoint a representative to advise the Local Government review committee, or equivalent body on development and redevelopment which could have a significant impact on student enrollment or school facilities.

OBJECTIVE 4.2 - JOINT MEETINGS

The County shall participate in meetings and other actions established to promote coordination and the sharing of data and information.

Policy 4.2.1 Staff Working Group

As provided in the Interlocal Agreement ~~for Public School Facility Planning~~, a staff working group of the County, SBAC and municipalities will meet on a semi-annual basis to identify issues and assemble and evaluate information regarding the coordination of land use and school facilities planning. A staff representative from the Regional Planning Council will also be invited to attend. A designee of the School Board shall coordinate and convene the semi-annual meeting.

Policy 4.2.2 Annual Meeting of Elected Officials

One or more representatives of the County, each City, and the School Board will meet at least annually in joint workshop sessions. A representative of the Regional Planning Council will also be invited to attend. The joint workshop sessions will be opportunities for the County Commission, the City Commissions or Councils, and the School Board to hear reports, discuss policy, set direction, and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, including population and student growth, development trends, school needs, off-site improvements, and joint use opportunities. The Superintendent of Schools, or designee, shall be responsible for making meeting arrangements and providing notification to the general public of the annual meeting.

OBJECTIVE 4.3 - COORDINATE STUDENT ENROLLMENT & POPULATION PROJECTIONS

The County will coordinate with the SBAC and the municipalities within the County to maintain and update student enrollment and population projections.

Policy 4.3.1 Annual Revision and Distribution

The County will coordinate with the SBAC and the municipalities to base school planning upon consistent projections of the amount, type, and distribution of population growth and student enrollment. Countywide 5-year population and student enrollment projections shall be reviewed and updated annually.

Policy 4.3.2 Enrollment Projections

The School Board shall use student population projections based on information produced by the demographic and education estimating conferences pursuant to

Section 216.136, Florida Statutes and the Department Of Education Capital Outlay Full-Time Equivalent (COFTE). The School Board may request adjustment to the projections based on actual enrollment and development trends. In formulating such a request the SBAC will coordinate with the Cities and County regarding development trends, enrollment projections and future population projections.

Policy 4.3.3 Planning Data on Growth and Development

As provided in the Interlocal Agreement ~~for Public School Facility Planning~~, the County will provide to the SBAC, on an annual basis, a report on growth and development trends in the unincorporated area of the County for the preceding calendar year. The County, in coordination with the municipalities, will generate data on growth and development for the School Board's consideration in allocating the projected student enrollment into school attendance zones.

Policy 4.3.4 The School District's Five-Year District Facilities Work Program

No later than ~~October 1st August 15th~~ of each year, the School Board shall submit to the County the district's tentative Five Year District Facilities Work Program. The program will be consistent with the requirements of Sections 1013.313 and 1013.35, F.S., and include projected student populations apportioned geographically, an inventory of existing school facilities, projections of facility space needs, information on relocatables, general locations of new schools for the 5, 10, 20 year time periods, and options to reduce the need for additional ~~permanent~~ student stations. ~~The program will be financially feasible for a five-year period.~~ The County shall review the program and provide comments to the School Board within 30 days on the consistency of the program with the local comprehensive plan, including the capital improvements element and whether a comprehensive plan amendment will be necessary for any proposed educational facility.

Policy 4.3.5 Educational Plant Survey

At least one year prior to preparation of each Educational Plant Survey, the Staff Working Group established Policy 4.2.1 will assist the School Board in an advisory capacity in preparation of the survey. The Educational Plant Survey shall be consistent with the requirements of Section 1013.313, F.S., and include at least an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each in coordination with local government comprehensive plans. The Staff Working Group will evaluate and make recommendations regarding the location and need for new schools, significant expansions of existing schools, and closures of existing facilities, and the consistency of such plans with the local government comprehensive plan.

OBJECTIVE 4.4 - SCHOOL SITE SELECTION, EXPANSIONS AND CLOSURES

The County, in conjunction with the SBAC, shall implement an effective process for identification and selection of school sites and for the review of significant expansions and closures.

Policy 4.4.1 Advisory Committees

The SBAC will establish a School Planning Advisory Committee (SPAC) for the purpose of reviewing potential sites for new schools, proposals for significant school expansions and potential closure of existing schools. Based on information gathered during the review, the SPAC will submit recommendations to the Superintendent of Schools. The

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SPAC will be a standing committee and will meet on an as needed basis. In addition to appropriate representatives of the School Board staff, the SPAC will include at least one staff member of the County, a staff representative from each of the municipalities, and a diverse group of community members.

Policy 4.4.2 New School Sites

When the need for a new school site is identified in the Five Year **District** Facilities Work Program, the SPAC will develop a list of potential sites in the area of need. The list of potential sites for new schools will be submitted to the County with jurisdiction for an informal assessment regarding consistency with this Element. Based on the information gathered during this review, and the evaluation criteria set forth in this Element, the SPAC will make a recommendation to the Superintendent of one or more sites in order of preference.

Policy 4.4.3 Expansions and Closures

For significant expansions and potential closures, the SPAC will make appropriate recommendations to the Superintendent.

Policy 4.4.4 Expeditious Consistency Review

At least 60 days prior to acquiring or leasing property that may be used for a new public educational facility, the SBAC shall provide written notice of its intent to the County. The County shall notify the SBAC within 45 days of receipt of this notice if the proposed new public education facility site is consistent with the local government's comprehensive plan. This notice does not constitute the local government's determination of consistency of any proposed construction pursuant to Section 1013.33 ~~(12), (13), (14), (15)~~, Florida Statutes.

GOAL 5

MONITORING AND EVALUATION OF PUBLIC SCHOOL FACILITIES ELEMENT

OBJECTIVE 5.1 - COORDINATE THE COMPREHENSIVE PLAN WITH SCHOOL FACILITIES PLANS

On an ongoing basis, Alachua County shall evaluate the comprehensive plan with the school facilities plans of the SBAC to ensure consistency.

Policy 5.1.1 Coordination of Plan Amendments

Alachua County and the SBAC will coordinate during updates or amendments to the County's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the Public School Facilities Element will be initiated following the procedures of the Interlocal Agreement ~~and amendments to the Capital Improvements Element to incorporate the School Board's adopted Work Program shall occur prior to December 1st of each year.~~

Policy 5.1.2 Annual Meeting of the Staff Working Group

Consistent with the Interlocal Agreement for Public School Facility Planning, the Staff Working Group will meet at least once per year to discuss issues related to the

effectiveness of implementing the Public School Facilities Element and the Interlocal Agreement and discuss recommendations for change.

Policy 5.1.3 Annual Meeting of the County and the SBAC

On an annual basis, Alachua County and the School Board will conduct a workshop on implementing the Public School Facilities Element and Interlocal Agreement.

PUBLIC SCHOOL FACILITIES ELEMENT DEFINITIONS

The terms used in this element shall be defined as follows:

Adequate school capacity - the circumstance where there is sufficient school capacity by school type, based on adopted Level of Service (LOS) standards, to accommodate the demand created by a proposed residential development.

Affected Jurisdictions – Local governments that are parties to the Interlocal Agreement for Public School Facilities Planning and are physically located within the same SCSA(s) as the area affected by a land use decision that may increase public school enrollment.

Alachua County Boundary Adjustment Act – The special act of the Florida Legislature addressing annexations and intergovernmental coordination on planning for annexations in Alachua County. [Codified at Chapter 225 of the Alachua County Code of Ordinances]

Capacity - "capacity" as defined in the FISH Manual.

Capacity Enhancement Agreement – An agreement between the SBAC, affected jurisdictions and a private entity (land owner, developer, applicant, etc.) for the mitigation of school capacity deficiencies that are anticipated to result from a land use decision.

Existing school facilities - school facilities constructed and operational at the time a completed application for residential development is submitted to the County and Cities.

Final Development Order – The approval by the County of a specific plan for a development with residential uses that specifies the maximum number and type of residential units. This may include approval of a final subdivision, final site plan, or functional equivalent as provided in the County's land development regulations.

Final Subdivision or Plat / Final Site Plan – The stage in residential development where permits or development orders are approved authorizing actual construction of infrastructure, the recording of a final plat or the issuance of building permits.

FISH Manual - the document entitled "Florida Inventory of School Houses (FISH)," 2006 edition, and that is published by the Florida Department of Education, Office of Educational Facilities (hereinafter the "FISH Manual").

Land Use Decisions – future land use amendments, developments of regional impact, rezonings and other residential development approvals under the Land Development Code that precede the application of school concurrency and do not require a Certificate of School Concurrency.

~~Permanent~~-**FISH Capacity** - capacity that is provided by "~~permanent~~-buildings and facilities," as defined in the FISH Manual.

~~Permanent~~-**Program Capacity** – capacity that is provided by "~~permanent~~-buildings and facilities" as defined in the FISH Manual and modified by the SBAC to reflect measurable programmatic changes.

Planned School Facilities - school facility capacity that will be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval, pursuant to the School Board's adopted Five Year Facilities Work Program.

Preliminary Development Plan Approval – An approval, in accordance with the County's land development regulations, that precedes the final development order and includes the maximum number and type of residential units.

Preliminary Subdivision or Plat / Preliminary Site Plan – Any conceptual approval in residential that precedes the review of detailed engineering plans and/or the commencement of actual construction of infrastructure.

State Requirements for Educational Facilities (SREF) – Standards established by the State of Florida for the design and construction of public educational facilities. [<http://www.fldoe.org/edfacil/sref.asp>]

Total school facilities - Existing school facilities and planned school facilities.

Utilization of capacity - current enrollment at the time of a completed application for residential development.

Five Year District Facilities Work Program or Work Program - the ~~financially feasible~~ School District's Five Year **District** Facilities Work Program adopted pursuant to section 1013.35, F.S.

Measurable programmatic change - means a change to the operation of a school or the use of the school facility that has consistently and measurably modifies the capacity such as the use of classrooms for special education or other special purposes.

School Type - Elementary Schools are grades Pre-Kindergarten Exceptional Student Education (PK- ESE) through 5; Middle Schools are grades 6 through 8; and High Schools are grades 9 through 12.

ATTACHMENT B

Language to be added is shown in underlined text and language to be deleted is shown in ~~struck through text~~.

CPA-03-13: Amendments to the Capital Improvements Element of the Alachua County Comprehensive Plan: 2011-2030, as follows:

Policy 1.2.4 LOS standards for Category "A" and "B" public facilities shall be as follows:

...

(f) Public Schools LOS Standard (based on Public School Facilities Element)

The uniform, district-wide LOS standards shall be 100% of **Permanent** Program Capacity [see definition] for elementary, middle and high schools. This LOS standard shall apply to all concurrency service areas (CSA) as adopted in the Interlocal Agreement, ~~except on an interim basis for the three elementary school concurrency service areas listed below. The interim LOS standards for these three elementary school concurrency service areas shall be as follows for the periods specified below:~~

~~High Springs CSA – 120% of permanent program capacity through 2010-2011;~~

~~Newberry CSA – 115% of permanent program capacity through 2010-2011;~~

~~West Urban CSA – 115% of permanent program capacity through 2010-2011.~~

These LOS standards shall be applied to School Concurrency Service Areas (SCSAs) as specified in the Public School Facilities Element.

Policy 1.3.2 Require Category "A" and "B" public facilities and services needed to support development to be available concurrent with the impacts of development and require issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of all final development orders. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a reasonable time frame as set out in 1.3.2 (A-D) below. Failure to receive a Certificate of Level of Service Compliance will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.3.2 (A-D) have been satisfied.

- ...
- (d) For public schools, the concurrency requirement may be satisfied by:
- (1) Adequate school facilities will be in place or under construction within three years, as provided in the School Board 5-Year District Facilities Work Plan for School Concurrency adopted as part of this element, after the issuance of the final development order subdivision, final plat or final site plan for residential development; or,
 - (2) Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years, as provided in the School Board 5-Year District Facilities Work Plan for School Concurrency, after the issuance of the final development order subdivision, final plat or final site plan approval; or,
 - (3) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final development order subdivision, plat or site plan (or functional equivalent) as provided in the Public School Facilities Element.

**Table 2. Public School Facilities Schedule of Capacity Projects
FY 2011-2015**

Reserved for future updates of the Public School Facilities Schedule of Capacity Projects as provided in the Alachua County School District 5-Year District Facilities Work Program; there are no capacity projects listed in the 2012-2013 Work Program for Fiscal Years 2012-2016.

| Project Description | Location | | 2010 - 2011 | 2011 - 2012 | 2012 - 2013 | 2013 - 2014 | 2014 - 2015 | Total | Funded |
|------------------------|------------------------|------------------|--------------|-------------|-------------|-------------|-------------|--------------|--------|
| New Classroom Building | SANTA FE SENIOR HS | Planned Cost | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | Yes |
| | | Student Stations | 250 | 0 | 0 | 0 | 0 | 250 | |
| | | Total Classrooms | 10 | 0 | 0 | 0 | 0 | 10 | |
| | | Gross Sq Ft | 13,653 | 0 | 0 | 0 | 0 | 13,653 | |
| New Elementary School | Location not specified | Planned Cost | \$18,275,000 | \$0 | \$0 | \$0 | \$0 | \$18,275,000 | Yes |
| | | Student Stations | 958 | 0 | 0 | 0 | 0 | 958 | |
| | | Total Classrooms | 46 | 0 | 0 | 0 | 0 | 46 | |
| | | Gross Sq Ft | 127,837 | 0 | 0 | 0 | 0 | 127,837 | |
| Planned Cost: | | | \$18,275,000 | \$0 | \$0 | \$0 | \$0 | \$18,275,000 | |
| Student Stations: | | | 958 | 0 | 0 | 0 | 0 | 958 | |
| Total Classrooms: | | | 46 | 0 | 0 | 0 | 0 | 46 | |
| Gross Sq Ft: | | | 127,837 | 0 | 0 | 0 | 0 | 127,837 | |

Source: Alachua School District, 5 Year Facilities Work Program for 2010-2011, September 30, 2010.

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 9/26/13
Amendment Type: Adopted Amendments

Regional Planning Council Item No.: 79
Local Government: City of Gainesville
Local Government Item No: Ordinance 120370
State Land Planning Agency Item No: 13-2ER

Date Mailed to Local Government and State Land Planning Agency: 9/27/13

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendments.

DESCRIPTION OF AMENDMENT

The amendment package consists of nine separate comprehensive plan amendment items which contain numerous changes to the City Comprehensive Plan. The amendments implement the recommendations contained in the City Comprehensive Plan Evaluation and Appraisal Report. The amendment package, including a draft ordinance, staff report and associated exhibits comprise over 700 pages. Excerpts from the amendment package are attached.

Among the changes to the City Comprehensive Plan include replacing the City Transportation Concurrency Exception Area program with a Transportation Mobility program and replacement of the City High Aquifer Recharge Map with the Alachua County Floridan Aquifer High Recharge Area Map.

The Evaluation and Appraisal Report-based amendment does not propose any significant changes to the land use classifications or significant changes to the intensity of use of lands on the City Future Land Use Map. A new Future Land Use Map is included in the amendment package which adds lands recently annexed to the City which have been previously reviewed by the Council as part of prior City Comprehensive Plan amendments.

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The City contains numerous roads which are part of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan: The amendments remove the City Transportation Concurrency Exception Area program as well as transportation concurrency requirements,

Regional Policy 5.1.1 considers impacts to Regional Road Network to be adequately mitigated within municipalities, urban service areas, and urban development areas where the local government comprehensive plan contains goals and policies which implement Transportation Best Practices. The amendments retain numerous policies which implement Transportation Best Practices contained in the Regional Plan. Therefore, potential future adverse impacts to the Regional Road Network are adequately mitigated.

The City also contains Stream-to-Sink Watersheds which are identified and mapped as Natural Resources of Regional Significance in the Regional Plan. The new City high aquifer recharge map is the same map included in the Regional Plan. Furthermore, the City Comprehensive Plan continues to include policy direction which minimizes significant adverse impacts to Stream-to-Sink Watersheds, as well as the Floridan Aquifer, consistent with the goals and policies of the Regional Plan. Therefore, significant adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the amendments.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Significant adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendments.

Request a copy of the adopted version of the amendments?

| | |
|----------------|----------|
| Yes _____ | No _____ |
| Not Applicable | ___X___ |

It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

**CITY RESPONSE TO
OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT
AND EXCERPTS FROM
CITY COMPREHENSIVE PLAN AMENDMENT**



Planning & Development Services

Station 11
PO Box 490
Gainesville, FL 32627-0490
352-334-5022
352-334-2648 (fax)
www.cityofgainesville.org

July 25, 2013

Mr. Mike McDaniel
Florida Department of Economic Opportunity
Division of Community Development
107 E. Madison Street, MSC-160
Tallahassee, FL 32399-4120

RE: Response to Objections Recommendations and Comments Letter on City of
Gainesville Amendment No. 13-2ER

Dear Mr. McDaniel:

This letter is a response to your letter dated June 24, 2013, which served as the Objections, Recommendations and Comments (ORC) Report for the City's Evaluation and Appraisal Comprehensive Plan amendments. The City was pleased that the Florida Department of Economic Opportunity (FDEO) did not identify any objections to the proposed amendments to our Comprehensive Plan.

FDEO did provide two technical assistance comments: one concerned Housing Element Policy 1.3.1 and one concerned Public Schools Facilities Element Policy 1.1.3 (provided by Tracy Suber with the Florida Department of Education). Based on statements in your letter, it is the City's understanding that these two technical assistance comments will not form the basis of a challenge to the City's Comprehensive Plan.

In addition to those two technical assistance comments included in the Department of Economic Opportunity ORC Report, technical assistance comments from the Florida Department of Transportation (FDOT) were enclosed with your letter. FDOT had three comments on the Future Land Use Element and four on the Transportation Mobility Element.

This letter explains the actions the City has taken in response to each of the comments from FDEO and FDOT. Please see below for a list of the comments and the City's response.

1. **Comment 1 from FDEO.** The Housing Element Policy 1.3.1 commits the City to provide adequate sites for low-income, very low-income, extremely low-income, and moderate income families through the year 2023. However, Section 163.3177(6)(f), F.S., was recently amended to also include workforce housing as defined in Section 380.0651(3)(h), F.S. Therefore, the Department recommends that the City revise Policy 1.3.1 to include workforce housing to the types of housing sites that will be provided within the City.

City's Response:

Housing Element Policy 1.3.1 has been revised to include affordable workforce housing to the types of housing sites that will be provided within the City. The change is shown in the ordinance as double-underline.

2. **Comment 2 from FDEO.** The Public Schools Facilities Element Policy 1.1.3 is revised to strike the last sentence which states, "For the purposes of this planning assessment, existing or planned capacity in adjacent school concurrency service areas shall not be considered." However, the deletion appears to be inconsistent with Section 6.3 of the Interlocal Agreement which has a similar provision. Therefore, to maintain consistency with both the Interlocal Agreement and policies of the other Alachua County school elements, the City should maintain the sentence.

City's Response:

Public Schools Facilities Element Policy 1.3.1 has not been revised in response to this comment. The City of Gainesville Planning staff strongly believes that analyzing public schools facilities for land use changes in a different way from a School Concurrency capacity analysis creates confusion and could lead to a misinterpretation of school capacity by someone contemplating development in the City of Gainesville. The City staff raised this objection during the drafting of the Interlocal Agreement and indicated to the Alachua County School Board staff that the sentence would be deleted in the City's Comprehensive Plan update. No objections to that were raised by the Alachua County School Board staff.

3. **Comment 1 from FDOT.** Future Land Use Element Policy 4.1.1 provides standards for the land use categories within the City. The City does not include density or intensity standards for the Education land use category. The FDOT recommends the City coordinate the review process for the construction of educational facilities with FDOT when accessing state roads.

City's Response:

Future Land Use Element Policy 4.1.1 has not been revised in response to this comment. The vast majority of property in the Education land use is regulated by

the University of Florida (UF) Campus Master Plan. The City does not review any development plans for UF property regulated by the Campus Master Plan. Most of the remaining Education land use property is owned by the Alachua County School Board and contains public schools. The City also does not review plans for Alachua County public schools and does no permitting on these properties. Therefore, any coordination required when accessing state roads would involve coordination with either UF or the Alachua County School Board directly.

4. **Comment 2 from FDOT.** Future Land Use Element Policy 4.3.4.g.4 provides site specific policies that govern the Plum Creek development. This section of the policy requires the developer to provide “*any transportation modification that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modification, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.*” The FDOT recommends this policy does not preclude capacity enhancements as a mitigation strategy.

City's Response:

Future Land Use Element Policy 4.3.4.g.4 has not been revised in response to this comment. City Planning staff discussed this issue with FDOT in a phone conference call on 7/23/13 and explained that the City agrees that this policy (as written) does not preclude capacity enhancements as a mitigation strategy. As explained to FDOT, Policy 4.3.4.g.1 does require transportation mitigation in addition to the operational/safety modifications required by Policy 4.3.4.g.4.

5. **Comment 3 from FDOT.** Future Land Use Element Policy 4.3.5.gg provides site specific policies that govern the Hatchet Creek Planned Use District. This section of the policy requires the developer to provide “*any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.*” The FDOT recommends this policy does not preclude capacity enhancements as a mitigation strategy.

City's Response:

Future Land Use Element Policy 4.3.5.gg has not been revised in response to this comment. City Planning staff discussed this issue with FDOT in a phone conference call on 7/23/13 and explained that the City agrees that this policy (as written) does not preclude capacity enhancements as a mitigation strategy. As explained to FDOT, Policy 4.3.5.gg does require transportation mitigation in addition to the operational/safety modifications. Specifically, the policy includes

the statement, "The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review." The City's transportation mobility requirements are laid out in Goal 10 and associated policies of the Transportation Mobility Element, which are being adopted with this amendment.

6. **Comment 4 from FDOT.** Transportation Mobility Element Policy 1.1.1 adopts an LOS "C" on I-75 and an LOS "E" for all other roadways within the City. FDOT policy is for local governments to adopt an LOS "D" on state roads in urbanized areas. The FDOT recommends the City amend this policy to include an adopted LOS standard of "D" for I-75.

City's Response:

Transportation Mobility Element Policy 1.1.1.b. has been revised to show the LOS for I-75 as "D". The changes are shown as double-underline and double-strike-through in the ordinance.

7. **Comment 5 from FDOT.** Transportation Mobility Element Policy 6.1.3 states "*The City shall use the City of Gainesville Engineering Design & Construction Manual for street design and geometrics.*" The FDOT recommends this policy is changed to include FDOT coordination and approval for street design and geometrics on state roads.

City's Response:

Transportation Mobility Element Policy 6.1.3 has been revised to indicate that the City of Gainesville Engineering Design & Construction Manual will be used for street design and geometrics on City-maintained roadways. The changes are shown as double-underline in the ordinance. In addition, existing Transportation Mobility Element Policy 6.1.5 already requires collaboration with the State and County concerning roadway design.

8. **Comment 6 from FDOT.** Transportation Mobility Element Policy 10.1.17.b states "*an existing DRI that was approved and built prior to the adoption of the TMPA may be granted TMPS credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S. DRI requirements, except those concerning transportation concurrency shall continue to apply. b. At least one public transit route serves the DRI and operates at 15-minute frequencies during RTS a.m. and p.m. peak hours.*" The FDOT comments that a maximum distance to transit stops is not included within Policy 10.1.17.b. To better serve a multimodal environment, the FDOT recommends at least one public transit route serves the DRI and operates and 15-minute frequencies during RTS a.m. and p.m. peak hour and bus stops are located within ¼ mile of all development within the DRI.

City's Response:

Transportation Mobility Element Policy 10.1.17.b has not been revised in response to this comment. As indicated during a phone conference call with FDOT staff on 7/23/13, Policy 10.1.17 already includes a sub-policy c. that requires "the DRI to allow transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user and comfort and safety. An appropriate number of bus shelters, as determined by RTS during development review, shall be located at the site." Therefore, since the City's requirement is more stringent than the ¼ mile FDOT recommendation, no revisions have been included.

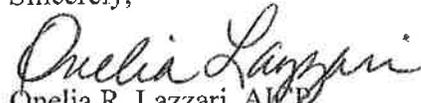
9. **Comment 7 from FDOT.** Transportation Mobility Policy 10.1.18 states, "*The City shall collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.*" FDOT recommends that for development that accesses a state road, FDOT policy is when property is vacant for more than a year, then existing uses are not considered and impacts are reevaluated. The FDOT recommends the City establishes an expiration timeline for trip credits and vested trips.

City's Response:

Transportation Mobility Element Policy 10.1.18 has not been revised in response to this comment. Trip credits are not used for operational/safety type analysis. They are used solely for the purpose of determining transportation mitigation associated with the City's Transportation Mobility Program. FDOT is free to deal with developments that access state roads in whatever manner they choose. In addition, adding language about expiration timelines is too specific for a comprehensive plan and would be better handled in the City's Land Development Code.

Thank you for the opportunity to respond to the technical assistance comments on the City's Evaluation and Appraisal Comprehensive Plan amendments. We trust that the changes made in the amendment package and responses concerning technical comments will resolve all issues.

Sincerely,


Onelia R. Lazzari, AICP
Principal Planner

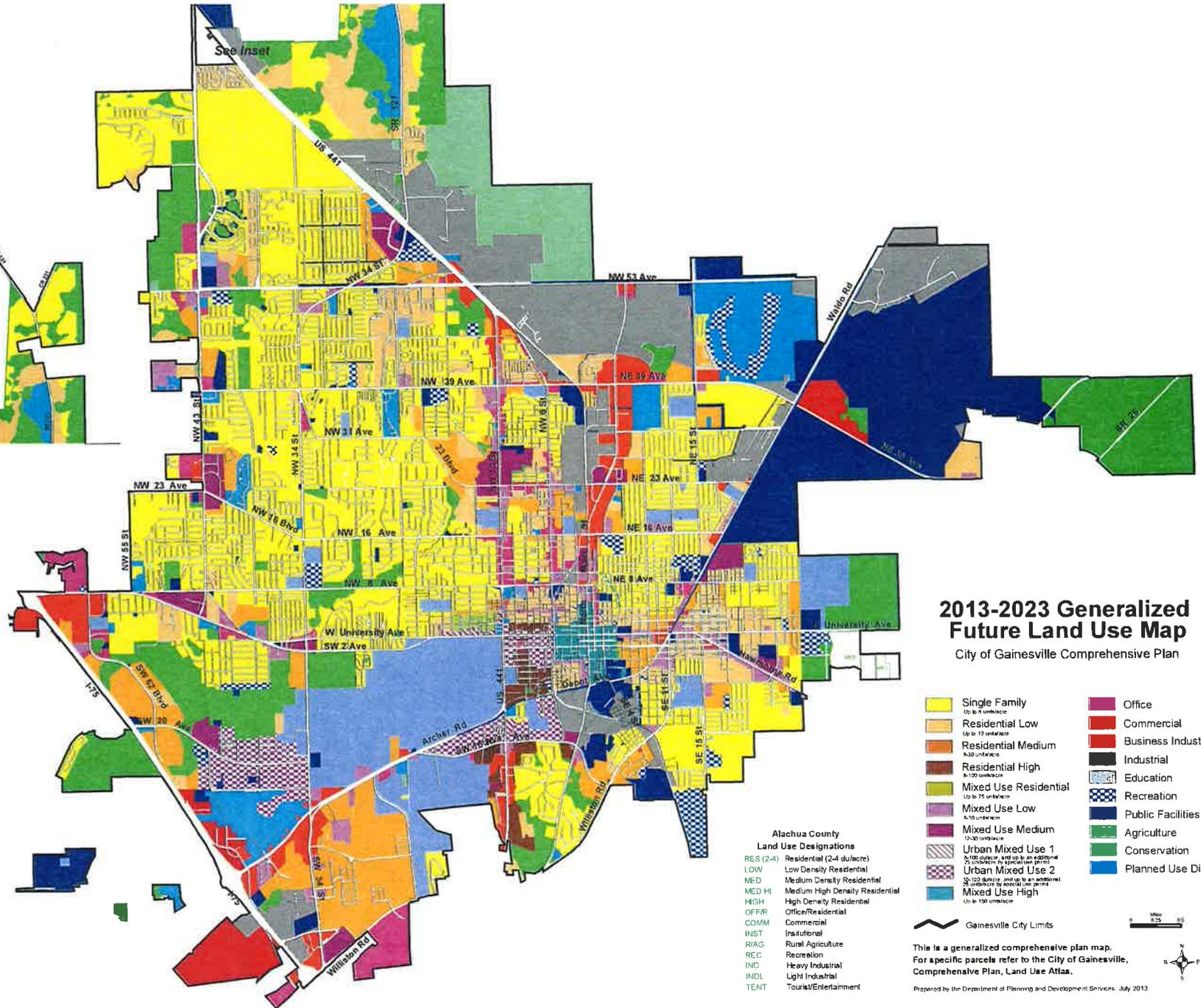
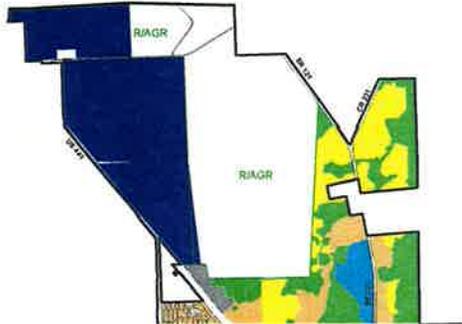
xc: Ana Richmond, FDEO

Valerie Jenkins, FDEO
Thomas Hill, FDOT
Richard Prindiville, FDOT
Tracy Suber, FDOE
Vicky McGrath, Alachua County School Board

See Inset

See Inset

Inset



2013-2023 Generalized Future Land Use Map

City of Gainesville Comprehensive Plan

- | | |
|--|----------------------|
| Single Family Up to 2 units/acre | Office |
| Residential Low Up to 12 units/acre | Commercial |
| Residential Medium 4-30 units/acre | Business Industrial |
| Residential High 4-100 units/acre | Industrial |
| Mixed Use Residential Up to 75 units/acre | Education |
| Mixed Use Low 4-10 units/acre | Recreation |
| Mixed Use Medium 17-30 units/acre | Public Facilities |
| Urban Mixed Use 1 4-100 units/acre and up to an additional 25 units/acre by population density | Agriculture |
| Urban Mixed Use 2 10-125 units/acre and up to an additional 25 units/acre by special use permit | Conservation |
| Mixed Use High Up to 150 units/acre | Planned Use District |

- Alachua County
Land Use Designations
- RES (2-4) Residential (2-4 du/acre)
 - LOW Low Density Residential
 - MED Medium Density Residential
 - MED HI Medium High Density Residential
 - HIGH High Density Residential
 - OFFR Office/Residential
 - COMM Commercial
 - INST Institutional
 - RIAG Rural Agriculture
 - REC Recreation
 - IND Heavy Industrial
 - INDL Light Industrial
 - TENT Tourist/Entertainment

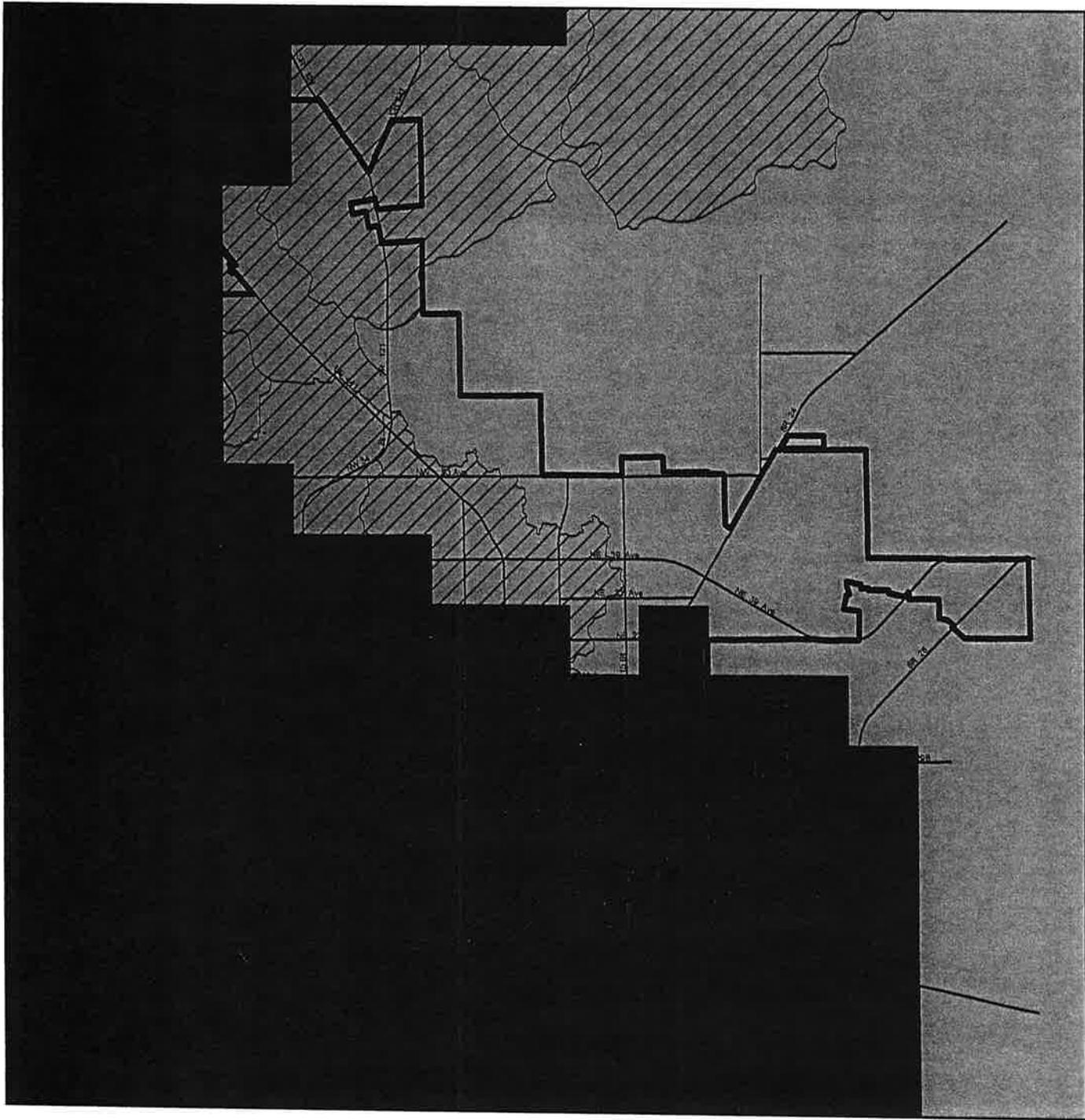
Gainesville City Limits



This is a generalized comprehensive plan map. For specific parcels refer to the City of Gainesville, Comprehensive Plan, Land Use Atlas.

Prepared by the Department of Planning and Development Services, July 2013





**FUTURE LAND USE
ELEMENT**

Environmentally Significant Land
& Resources Map Series:
Floridan Aquifer High Recharge
Area

-  Lower Vulnerability
-  Vulnerable
-  High Vulnerability
-  Stream-to-Sink Basins
-  Gainesville City Limits

Note: High aquifer recharge areas are in stream-to-sink basins where the Floridan aquifer system is Vulnerable or has High Vulnerability.

Source:
Base Layer used to produce the Stream-to-Sink Basins Layer (FDEP, 1998)
Generalization of Alachua County (Floridan) Aquifer Vulnerability Assessment Results (Advanced Geospatial Inc., 2008)
This map and the spatial data it contains are for general reference use only. For more information, contact the City of Gainesville.

City of Gainesville, Florida

Prepared by the Planning & Development
Services Department
May 2012

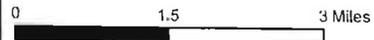


EXHIBIT "A" TO ORDINANCE NO. 120370

Appendix E

City of Gainesville Comprehensive Plan

Conservation, Open Space & Groundwater Recharge Element

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shall develop and implement land development regulations that at a minimum:

1. Establish criteria that are at least consistent with the relevant criteria of Section 373.414(1), F.S., for determining whether the project is clearly in the public interest.
2. ~~Requires~~Require the use of the most current functional assessment methodology that is in use by regulatory agencies in Florida for determining mitigation requirements for impacts on wetlands.
3. ~~Specifies~~Specify wetland creation as a mitigation strategy that shall be considered only after substantial evidence, based on the functional assessment referenced in Policy 1.1.1.b.2., indicates that the preservation, enhancement, or restoration of existing wetlands is less desirable or effective as an option.
4. Establish bonding, long-term monitoring and enforceable long-term maintenance requirements for wetland mitigation projects to ensure that all the negative impacts have been mitigated. Monitoring reports shall be reviewed by the City of Gainesville or other appropriate monitoring agency or reviewing entity to ensure that mitigation criteria are met, with regulatory fees paid by the permitted applicant. The mitigation plan must be approved prior to the approval and initiation of the project.
5. Require off-site mitigation to be performed within the same basin and sub-basin and basin (the basins are depicted on the map entitled Wetland Mitigation Basins that is on file with the Planning & Community Development Services Department and is in the Data & Analysis section of this comprehensive plan element) in which the impact occurred, unless it is shown that mitigation within the basin is not feasible or that mitigation outside the sub-basin is more appropriate. The order of preference for the location of the mitigated area(s) in relation to the impacted areas will be established in the land development regulations (LDRs).
6. Require that development shall not cause ~~hydrological~~ indirect or secondary wetland impacts off-site.
7. ~~A~~Require a minimum buffer distance of 35 ft. and an average buffer distance of 50 feet ~~shall be required~~ between the landward extent of any wetland ~~or surface water~~ and the

EXHIBIT "A" TO ORDINANCE NO. 120370

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developed area. Larger buffers may be warranted. The criteria for buffer expansion will be developed in the land development regulations.

8. Specify that the protections for wetlands shall be extended to all wetlands delineated in accordance with ~~Section~~ Chapter 62-340, F.A.C., regardless of whether they are currently mapped by the City of Gainesville.

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

10. Require protection of listed species in wetlands ~~Outstanding Florida Waters, as listed in Section 62-302.700, F.A.C., shall have a minimum buffer of 200 feet. The City shall develop and implement land development regulations that establish appropriate setbacks for wetlands containing listed plant or animal species. Where these distance requirements preclude all economic development of a parcel, exceptions can be made upon approval by a majority of the city commission and with appropriate mitigation of wetland loss.~~

11. ~~W~~ Require that wetlands impacted ~~damaged~~ as a result of noncompliance or unauthorized excavation, filling, drainage, mechanical land clearing or other development activity on or subsequent to the effective date of this policy ~~shall be~~, at the owner's expense, either ~~be~~ restored to their original function and condition prior to such damage, or mitigated for; pursuant to the mitigation requirements of this ~~e~~ Comprehensive p ~~l~~ an or the Land Development Code.

c. Lakes: Developments containing or adjacent to a natural lake (or lakes) must not adversely impact the condition of the lake. Dredge and fill shall be discouraged and other alternatives considered. Development shall be prohibited within 75 feet of the landward extent of a lake.

d. Wellfields: Development must be consistent with Policies 2.3.2 and 2.3.3 of this Element.

e. Floridan Aquifer High Major Natural Groundwater Recharge Areas: Development within this area must be consistent with Policies 2.3.3, ~~and 2.3.6-5, 2.3.7, and 2.3.8~~ of this Element.

f. Natural and Archaeological Resource Areas: Developments within or including an upland area identified as a significant natural community,

EXHIBIT "A" TO ORDINANCE NO. 120370

Appendix E

City of Gainesville Comprehensive Plan

Conservation, Open Space & Groundwater Recharge Element

1 listed species habitat, strategic ecosystem, significant geological
2 resource feature, or an significant archaeological resource must submit
3 a resource inventory and assessment for the parcel. Based on the
4 inventory and any required verification of the extent of the resource
5 area, land development regulations shall provide for the set-aside of
6 identified resource areas for conservation and resource protection.
7

8 Policy 1.1.2 Minimum buffer and/or setback distances for creeks, lakes, and wetlands
9 designated as Outstanding Florida Waters, as listed in Rule 62-302.700,
10 F.A.C., shall be established. The buffer and/or setback distances shall at a
11 minimum meet the respective minimum buffer and/or setback distances
12 established by Policy 1.1.1. The City shall use the environmentally significant
13 properties inventory/ranking report to identify viable populations of native
14 plant and animal species, environmentally significant areas, and unique
15 geological or historic features that should be preserved, and show connectivity
16 with other public lands and environmentally significant areas that should be
17 maintained.
18

19 Policy 1.1.3 The City shall keep in force land development regulations that require new
20 developments to dedicate land and easements, within federal constitutional
21 guidelines, particularly for the creation of buffers along and around surface
22 waters and natural reservations and to facilitate the development of greenways
23 and other open space.
24

25 Policy 1.1.4 The City shall allocate a minimum of \$300,000 per year for the purchase
26 and/or management of environmentally significant open space and of active
27 and passive recreation sites.
28

29 Policy 1.1.5 The City shall collaborate work with local, regional and state environmental
30 agencies (including Alachua County and the St. Johns and Suwannee River
31 Water Management Districts) to develop basin management plans, which shall
32 identify wetlands of special concern, disturbed wetlands, and appropriate sites
33 for mitigation. The plans shall also consider those factors affecting the
34 structure and functions of wetlands.
35

36 Policy 1.1.6 The City shall incorporate by reference the General Soil Map – Alachua
37 County Florida, that is in the Soil Survey of Alachua County (1985, United
38 States Department of Agriculture, Soil Conservation Service).
39

40 **Objective 1.2 The City shall coordinate with Alachua County on the Alachua County**
41 **Forever program, and with other potential funding sources for land**
42 **acquisition for environmental and open space protection.**
43

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1 Policy 1.2.1 The City shall seek to maximize the protection of environmentally sensitive
2 lands through the nomination of properties for acquisition with Alachua
3 County Forever and other relevant funds.

4
5 Policy 1.2.2 The City shall maintain a registry of real properties owned by the City of
6 Gainesville that are acquired or used for conservation, recreation or cultural
7 purposes, and that are deemed by the City Commission to be worthy of the
8 highest level of protection.

9
10 **GOAL 2**

11
12 **MITIGATE THE EFFECTS OF GROWTH AND DEVELOPMENT ON**
13 **ENVIRONMENTAL RESOURCES.**

14
15 **Objective 2.1** ~~Upon adoption of this Plan, existing levels of w~~Wetland acreage and
16 functions within the listed basins (shown on the map entitled Wetland
17 Mitigation Basins that is on file with the Planning & Community
18 Development Services Department and is in the Data & Analysis section
19 of this comprehensive plan element) shall be maintained to the extent
20 feasible through the planning period year 2010.

21
22 Policy 2.1.1 The City shall ~~continue to implement and update, augment and maintain an~~
23 ~~inventory of wetlands, and adopt~~ land development regulations designed to
24 conserve wetland acreage and preserve natural functions within the listed
25 basins (shown on the map entitled Wetland Mitigation Basins that is on file
26 with the Planning & Community Development Services Department and is in
27 the Data & Analysis section of this comprehensive plan element). When
28 wetlands are unavoidably lost to development, mandatory mitigation shall be
29 required to ensure no net loss of acreage and functions occurs. Mitigation
30 location protocol shall follow Policy 1.1.1 b.5.

31
32 Policy 2.1.2 Each basin management plan shall include, if technically and scientifically
33 justifiable, the creation of one or more local mitigation banks or offsite
34 regional mitigation areas in accordance with Section 373.4135, F.S.

35
36 **Objective 2.2** The City shall improve the quality of stormwater entering surface waters
37 ~~City lakes and creeks~~ by requiring development and redevelopment to meet the adopted
38 water quality standards of this Element and the Stormwater Management Element.

39
40 Policy 2.2.1 The City shall ~~continue to require~~ stormwater quality treatment facilities for
41 redevelopment, ~~of non-residential sites and the Central City District,~~
42 ~~particularly within stream-to-sink basins.~~

43
44 Policy 2.2.2 The City's shall ~~adopt~~ land development regulations that shall include
45 provisions to reduce the amount of impervious parking surface allowed.

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1 ~~within any environmentally significant area, as compared to impervious~~
2 ~~allowances outside these areas.~~

3
4 Policy 2.2.3 The City's ~~shall continue to have~~ land development regulations shall include
5 provisions that meet or exceed best management practices for stormwater
6 management.

7
8 Policy 2.2.4 The City's ~~shall adopt~~ land development regulations ~~that shall~~ require the
9 handling of hazardous materials in such a way as to prevent degradation of the
10 natural environment. At a minimum, this shall be achieved by complying
11 with the Alachua County Hazardous Materials Management Code and the
12 Alachua County Murphree Wellfield Protection Code, which:

13
14 a. Prohibit certain new, hazardous materials facilities and underground
15 storage tank systems from siting within the unconfined zone of the
16 Floridan aquifer;

17
18 b. Prohibit new, hazardous materials facilities from siting within the
19 primary and secondary wellfield protection zones of the Murphree
20 wellfield, and establish requirements for siting of hazardous materials
21 facilities within the tertiary protection zones of the Murphree wellfield.
22 Within the secondary zone, vehicular fuel storage subject to Florida
23 Statutes Section 376.317, F.S., may be allowed;

24
25 c. Require new, Class C and D hazardous materials facilities, as
26 identified in the Alachua County Hazardous Materials Management
27 Code, to maintain large setbacks from surface waters, wells, and
28 floodplains; and

29
30 d. ~~Requires~~ Require stringent hazardous materials storage and
31 containment designs, periodic monitoring, inspections, a management
32 plan, fees, and penalties for non-compliance.

33
34 Policy 2.2.5 The City's ~~shall continue to have~~ land development regulations ~~that shall~~
35 supplement the standards of the applicable Water Management District to
36 promote the maintenance of water quality in surface waters. ~~natural cleansing~~
37 ~~of water in creeks.~~ Such standards include:

38
39 a. ~~Limiting creek dredging;~~

40
41 b. ~~Prohibiting channelization;~~

42
43 a. Protecting the surface water resource by prohibiting excavation,
44 filling, channelization, mechanized land clearing, and other

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1 development activities, except as may be authorized by the Land
2 Development Code;

3
4 be. Requiring sedimentation controls during and after construction;

5
6 cd. Protecting creek banks and vegetation;

7
8 de. Requiring treatment of the first "one inch" of stormwater runoff; and

9
10 ef. Restoring previously channelized creeks identified for restoration by
11 the City, when feasible.

12
13 Policy 2.2.6 The City shall maintain an inventory of altered creek segments suitable for
14 restoration to a more natural condition.

15
16 **Objective 2.3** The City shall conserve and protect the quality and quantity of current
17 and projected water sources through the planning period only ~~permit~~
18 ~~activities that maintain drinking water resources to meet the demands of~~
19 ~~population projected for the year 2010.~~

20
21 Policy 2.3.1 The City shall ~~continue to cooperate~~ coordinate with the Alachua County
22 Environmental Protection Department, the Florida Department of
23 Environmental Protection (FDEP), the Water Management Districts, and the
24 Environmental Protection Agency (EPA) and shall support the appropriate
25 agencies with efforts to ~~accomplish the following:~~

26
27 a. Identify areas of pollution to surface waters and groundwater;

28
29 b. Provide on-going ~~Establish~~ a monitoring programs that include
30 periodic ~~provides an annual~~ reports that describing present
31 environmental conditions and cleanup status; and

32
33 c. Identify parties responsible for polluted areas, and require such parties
34 to mitigate pollution problems.

35
36 Policy 2.3.2 The City shall allow land uses and facility design within wellfield protection
37 zones (and other "community water system" cones of influence as defined by
38 ~~Fla. Administrative Code Chapter Rule 62-550.200, F.A.C.) (Drinking Water~~
39 ~~Standards, Monitoring, and Reporting, Definitions for Public Water Systems)~~
40 ~~and Chapter 9J-5.003(27) (Definitions, "cone of influence")~~ and as identified
41 in the Environmentally Significant Land and Resources mMap sSeries within
42 the Future Land Use Map Series, and that are in compliance with the
43 Murphree Wellfield Protection Code.
44

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Conservation, Open Space & Groundwater Recharge Element

- 1 Policy 2.3.3 The City shall ~~only~~ allow new development in commercial, institutional, and
2 industrial districts to only place septic tanks:
3
4 a. In compliance with the Division 3, Wellfield Protection Special Use
5 Permit process of the City's Land Development Code, and if the
6 development is in compliance with the Alachua County Hazardous
7 Materials Management Code; and
8
9 b. In areas not ~~shown~~ identified as regulated surface waters ~~creek, lake,~~
10 and wetland areas ~~identified~~ in the Environmentally Significant Land
11 and Resources ~~m~~Map sSeries of the Future Land Use Map Series.
12
13 Policy 2.3.4 The City shall ~~continue to have a~~ maintain water conservation programs ~~plan~~
14 that are consistent with the Water Management Districts' plans (See: Sections
15 373.175 & 373.246, F.S., and Chap. Chapters 40B-21 & 40C-21, F.A.C.).
16 These programs ~~plan~~ shall include strategies to: ~~to~~ deal with emergency
17 conditions; implement public education campaigns regarding the nature of
18 groundwater resources and the need to protect and conserve them; provide a
19 the public with information ~~program~~ on water reuse systems; and develop
20 employ potable water rate structures to encourage water conservation.
21
22 Policy 2.3.5 The City shall cooperate with the water management districts during declared
23 water shortage emergencies by conserving water resources and by assisting
24 with the implementation of water shortage emergency declarations, orders,
25 and plans.
26
27 Policy 2.3.6~~5~~ Pursuant to Section 373.0397~~5~~, F.S., Water Management Districts are to map
28 "prime" groundwater recharge areas for the Floridan aquifer. ~~within the~~
29 ~~County~~. Should such areas be identified within City limits, the areas will be
30 mapped and included in the adopted ~~e~~Comprehensive pPlan, and City land
31 development regulations shall be amended to protect such areas if they are not
32 already protected by existing regulations and programs. City land
33 development regulations shall protect the Floridan aquifer groundwater
34 resource through recognition of geographic areas of relative vulnerability and
35 high aquifer recharge characteristics. Mapping of these high aquifer recharge
36 areas shall include surface waters that convey flow directly to groundwater via
37 sinkholes (stream-to-sink surface water basins), and areas where the Floridan
38 aquifer is otherwise vulnerable or highly vulnerable to degradation through
39 recharge from land surfaces.
40
41 Policy 2.3.7~~6~~ Until such time as prime groundwater recharge areas for the Floridan aquifer
42 are mapped, the City shall use the ~~Floridan Aquifer recharge maps prepared~~
43 ~~by the St. Johns River Water Management District and the Suwannee River~~
44 ~~Water Management District (see Environmentally Significant Land and~~
45 ~~Resources map series within the Future Land Use Map Series). City land~~

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1 ~~development regulations shall be amended to protect such areas if existing~~
2 ~~regulations and programs do not already protect them.~~ map entitled "Floridan
3 Aquifer High Recharge Area" of the Environmentally Significant Land and
4 Resources Map Series within the Future Land Use Map Series, which is
5 compiled from the Alachua County Floridan Aquifer High Recharge Area
6 Map (Alachua County Environmental Protection Department, March 27,
7 2009) and modified for coverage of the Gainesville Urban Reserve Area. This
8 map may be updated in the Geographic Information System (GIS) Map
9 Library located on the City's Planning and Development Services Department
10 website for reference in land use decisions and in applying land development
11 regulations for areas of relative vulnerability and high aquifer recharge.

12
13 Policy 2.3.8 The City shall require effective groundwater recharge in accordance with the
14 Gainesville Comprehensive Plan's Stormwater Management Element,
15 Objective 1.8 and Policy 1.8.1.

16
17 Policy 2.3.97 Final development orders shall require compliance with State, County and
18 City septic tank rules (Chapter 64E-6, F.A.C.).

19
20 Policy 2.3.108 The City shall inform the public of the requirements of Section 373.62,
21 Florida Statutes F.S., regarding automatic lawn sprinkler systems.

22
23 Policy 2.3.11 The City shall conserve potable water supplies by using the methods shown in
24 the Gainesville Comprehensive Plan's Potable Water & Wastewater Element,
25 Objective 1.5 and Policies 1.5.1 through 1.5.9.

26
27 **Objective 2.4 The City shall amend its land development regulations as necessary to**
28 **conserve natural systems of surface waters and wetlands; areas subject to**
29 **high rates of Floridan aquifer recharge; listed species of plants and**
30 **animals; significant natural communities, and other significant natural**
31 **and archaeological resource areas, including strategic ecosystems and**
32 **significant geological resource features; and minimize the spread of**
33 **invasive vegetation. The adopted regulations shall be designed to**
34 **maintain these characteristics and resources, and the functions and**
35 **values which they provide, and allow development activities which are**
36 **compatible with the conservation of these resource areas as identified in**
37 **the Comprehensive Plan or by provisions of the Land Development Code.**

38
39 Policy 2.4.1 The City shall maintain an updated inventory of identified environmentally
40 significant resources in the Geographic Information System (GIS) Map
41 Library located on the City's Planning and Development Services Department
42 web site website. ~~or in the Environmentally Significant Land and Resources~~
43 ~~map series within the Future Land Use Map Series.~~ If additional resources are
44 identified or as annexations occur, these properties shall be subject to
45 regulations keyed to the resource present at the site. The Environmentally

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- 1 Significant Land and Resources Map Series within the Future Land Use Map
2 Series shall be updated as annexations occur and when additional resources
3 are identified; however, the GIS Map Library shall be the reference source for
4 land use decisions and in applying land development regulations because it
5 contains the most up-to-date, best available information. The Future Land Use
6 Map Series shall be amended to include these properties. In the periods
7 between comprehensive plan updates, the GIS Map Library shall be the
8 reference source.
9
- 10 Policy 2.4.2 The City shall ~~adopt~~ maintain land development regulations that protect listed
11 species of plants and animals, significant natural communities, significant
12 geological resource features, and strategic ecosystems as based on areas
13 identified and described in the KBN/Golder Associates Report, "Alachua
14 County Ecological Inventory Project" (1996). ~~These environmentally~~
15 ~~significant areas shall be defined in the Land Development Code.~~ These
16 regulations shall require that applications for development on parcels within
17 the environmentally significant areas shall include an ecological inventory of
18 the parcel that meets requirements specified in the Land Development Code.
19
- 20 Policy 2.4.3 The City shall ~~continue to have~~ maintain guidelines for the design of
21 stormwater basins that require the use of native vegetation and basin slopes
22 suitable for stormwater treatment that promote highly diverse plant and animal
23 habitats, particularly within stream-to-sink basins, and that enhance the
24 hydrological and ecological functions of related wetland areas.
25
- 26 Policy 2.4.4 Future road alignments shall minimize their impact on environmentally
27 significant ~~animal~~ natural communities, wildlife corridors, and listed species
28 habitats.
29
- 30 Policy 2.4.5 The City shall ~~continue to~~ require construction design consistent with existing
31 terrain by discouraging contouring, cut and fill, or other practices ~~where they~~
32 ~~might be shown to~~ that cause soil erosion.
33
- 34 Policy 2.4.6 The City shall ~~continue to have~~ maintain land development regulations for
35 ~~environmentally significant~~ regulated surface waters and wetlands, lakes and
36 ~~regulated creeks~~ that require:
37
- 38 a. Buffers and/or setbacks from regulated surface waters regulated
39 creeks, lakes and wetlands;
40
- 41 b. Development to minimize erosion and sediment pollution to regulated
42 surface waters and wetlands; Prohibition of development that would
43 cause erosion and sediment pollution to regulated creeks, lakes and
44 wetlands;
45

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

Policy 2.4.7 The City shall periodically ~~conduct~~ an inventory of environmentally significant plants, animals, and habitats within ~~at least two~~ City-owned parks or open space parcels; update on an on-going basis ~~prepare~~ a list of plants, animals, and habitats that are to be protected ~~to protect~~; and prepare a plan for maintain and monitor the ~~maintenance of~~ viability of viable populations of these plants and animals.

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

Policy 2.4.8~~9~~ The City shall coordinate with Alachua County, the U.S. Fish & Wildlife Service, the Florida Fish & Wildlife Conservation Commission, and the Florida Natural Areas Inventory ~~FDEP and the Water Management Districts~~ to conserve environmentally significant natural plant communities. Such coordination may include the submittal of by submitting relevant land development proposals for to these entities review to the Alachua County Environmental Protection Department, the applicable Water Management District, and FDEP for comment and recommendation.

Policy 2.4.9~~10~~ The City shall protect floodplains and flood channels through land development regulations that at a minimum meet all applicable State and federal requirements and regulations.

- a. ~~Prohibit development within the flood channel or floodplain without a~~ City permit;

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- ~~b. Prohibit filling in the flood channel by junk, trash, garbage, or offal;~~
- ~~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 materials in the flood channel;~~
- ~~e. Prohibit development within the floodplain that would reduce the capacity of the floodplain;~~
- ~~f. Prohibit development that would cause or create harmful soil erosion, stagnant water, and irreversible harmful impacts on existing flora and fauna;~~
- ~~g. Limit flood channel uses to agriculture, recreation, lawns, gardens, and parking areas; and~~
- ~~h. Limit floodplain uses to launching areas for boats and structures at least one foot above the 100-year flood elevation, in addition to those allowed in the flood channel.~~

Policy 2.4.1011 The City's land development regulations shall protect environmentally significant lands and resources by:

- a. Providing opportunities for alternative and innovative site development;
- b. Providing setback and parking standards;
- c. Providing mandatory mitigation to ensure no net loss of functions and values when wetlands are unavoidably lost;
- d. Allowing for, or requiring the clustering of development away from environmentally significant resources;
- e. Restricting on-site waste disposal systems; and,
- f. Allowing transfer of land use density and/or intensity to retain development potential from set-aside areas that are required to meet the goals, policies, and regulations of this ~~e~~Element and the Land Development Code.

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1 Policy 2.4.11~~12~~~~At a minimum, e~~Conservation strategies for significant natural communities,
2 listed species habitats, and strategic ecosystem resources shall include, at a
3 minimum;

4
5 a. Conservation of natural resource of uplands, including areas of
6 significant natural communities, listed species habitats, significant
7 geological resources features and strategic ecosystem resource areas,
8 through set-aside, management, and buffering requirements;

9
10 b. Installation of native vegetation landscaping and removal of invasive
11 trees and shrubs; and

12
13 c. Setbacks.

14
15 **Objective 2.5** ~~The City shall continue existing programs and institute new~~ develop and
16 maintain programs as necessary to maintain ensure air quality levels
17 ~~which~~ comply with county, state and national ambient air quality
18 standards through the planning period year 2010.

19
20 ~~Policy 2.5.1~~ ~~Adopt citywide regulations restricting or prohibiting the burning of plastics,~~
21 ~~particularly with regard to local government, institutional, or commercial~~
22 ~~incineration.~~

23
24 Policy 2.5.1~~2~~ The City shall ~~encourage transportation choice by adopting~~ develop new
25 programs and strategies as may be needed, and continue existing policies that
26 to encourage public transit use, bicycling, walking, and higher urban
27 development densities near neighborhood centers.

28
29 Policy 2.5.2 Except for designated incinerators and landfills, the City shall continue to
30 prohibit the burning of refuse, trash or garbage, in accord with applicable
31 provisions of Chapters 10 and 27, Gainesville Code of Ordinances.

32
33 **Objective 2.6** ~~The City shall continue to promote and practice natural resource~~
34 ~~conservation and pollution prevention in order to reduce negative~~
35 ~~impacts on the environment. To accomplish this, the City shall continue~~
36 ~~to incorporate~~ implement policies that encourage the conservation and
37 protection of natural resources, energy conservation, natural resource-
38 saving and pollution prevention policies in this Element and other
39 elements of the Comprehensive Plan (such as Solid Waste, Potable Water
40 & Wastewater, Future Land Use, and Transportation Mobility).

41
42 Policy 2.6.1 The City and GRU shall ~~continue to~~ provide customers with education and
43 incentive programs to encourage natural resource conservation, energy
44 conservation, and pollution prevention.

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1 Policy 2.6.2 The City shall ~~establish by 2003~~ maintain a Green Building Program ~~in order~~
2 ~~to~~ that encourages environmentally friendly and energy-efficient construction.
3

4 **GOAL 3**

5
6 **IMPROVE URBAN SPACES THROUGH PRESERVATION AND ENHANCEMENT**
7 **OF THE URBAN FOREST. MAINTAIN THE CITY'S COMMITMENT TO**
8 **PRESERVATION OF THE URBAN FOREST AND STREET TREES AS A**
9 **DEFINING FEATURE OF OUR COMMUNITY.**

10
11 **Objective 3.1** ~~The total percentage of tree canopy coverage within the City shall not~~
12 ~~fall below 50 percent, the 1994 percentage of tree canopy, as estimated by~~
13 ~~the City Manager or designee, except in the event of natural catastrophe.~~

14
15 Policy 3.1.1 The City shall ~~continue~~ to plant at least 400 trees (or 650 inch-diameters at
16 chest height) within City limits annually, and encourage developers and
17 citizens to plant at least 600 trees annually. At least 75 percent of the trees
18 should be native to north Florida.
19

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

22
23 a. Use of "Florida-friendly landscaping" as defined in Section 373.185,
24 F.S., native and drought tolerant plants ("xeriscape") and a reduction
25 in allowable turf area;

26
27 b. Energy conservation through tree and shrub canopy requirements in
28 the Land Development Code that result in shade for buildings and
29 pavement;

30
31 c. Species diversity in new plantings in order to reduce the effect of tree
32 species loss due to insect or disease outbreaks. ~~(No more than 50~~
33 ~~percent of any one genus shall be allowed on any site plan, except~~
34 ~~these within airport flight paths, or except for and street tree plantings.~~
35 Although street tree diversity shall be attained citywide, a given street
36 should be uniform with respect to genus, size, and shape, which, on a
37 given street should be uniform with respect to genus, size and shape;
38 ~~however, street tree diversity is to be attained citywide, even though it~~
39 ~~may not be attained on an individual street) to reduce the effect of loss~~
40 ~~of a tree species due to insect or disease outbreaks; and~~

41
42 d. A plan for the removal of invasive trees and shrubs, which shall be
43 submitted at the time of ~~final~~ development review.
44

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- 1 Policy 3.1.3 The City shall ~~continue to~~ require that removal of regulated trees that are not
2 subject to development plan approval shall be mitigated by on or off-site tree
3 planting (or an equivalent payment in lieu exaction of fees).
4
- 5 Policy 3.1.4 ~~By 2003, The City shall~~ promote ~~prepare~~ tree-lined streetscapes guidelines
6 that preserve trees and are compatible ~~which require the preservation and~~
7 ~~establishment of tree lined streets and compatibility with existing~~
8 ~~infrastructure. In order to promote compatibility with infrastructure,~~
9 Strategies such as placing overhead utilities underground, using aerial (or
10 tree) cabling, planting trees that are compatible with overhead utilities and
11 reserving street right-of-way for trees shall be implemented, when
12 economically feasible. All trimming within the public right-of-way shall
13 follow the standards of use the American National Standards Institute (ANSI)
14 A300 and Z133.1, in order ~~Arborist Association's approved tree pruning~~
15 ~~practices~~ to minimize the physical and aesthetic harm to trees that must be
16 pruned.
17
- 18 Policy 3.1.5 The City shall ~~continue to~~ remove invasive trees and shrubs from its rights-of-
19 way and property, and ~~to~~ shall inform private property owners of the benefits
20 of removing invasive vegetation.
21
- 22 Policy 3.1.6 The City shall ~~continue to~~ exclude invasive vegetation from plant material
23 permitted in landscape plans, and continue to encourage the use of native
24 plants in landscape plans.
25
- 26 Policy 3.1.7 The City shall ~~continue to have~~ maintain land development regulations that
27 protect heritage, ~~and champion, and other regulated~~ trees as an important
28 community resource. The regulations at a minimum shall include provisions
29 for:
30
- 31 a. Modifications to Variances from land development regulations in
32 order to protect save and preserve regulated trees;
 - 33
 - 34 b. Levy Levying of fines for the unlawful removal of trees as provided by
35 the Code of Ordinances; ~~and~~
 - 36
 - 37 c. Setback requirements to protect trees before, during and after
38 construction; ~~and~~
 - 39
 - 40 d. Adequate underground space for root development of newly planted
41 trees.
42

43 **GOAL 4**
44

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1 **PROVIDE ONGOING MONITORING OF ENVIRONMENTAL RESOURCES AND**
2 **MITIGATE CURRENT POLLUTION PROBLEMS AND POTENTIAL POINT**
3 **SOURCES OF POLLUTION.**
4

5 ~~Objective 4.1 The City shall participate in an environmental monitoring program~~
6 ~~designed to identify problems and trends in local air, surface water, groundwater, and~~
7 ~~plant and animal habitat quality. This program shall also be used to evaluate the~~
8 ~~effectiveness of protective regulations.~~
9

10 ~~4.1.1 The City shall work with the Alachua County Environmental Protection Department~~
11 ~~and other appropriate organizations to design and implement a comprehensive and~~
12 ~~ongoing monitoring program for Gainesville's environmental resources. This~~
13 ~~program should have at least an urban area scope and shall produce a "state of the~~
14 ~~environment" report at least every five years.~~
15

16 **Objective 4.12** ~~The City shall identify pollution problems and parties responsible, and~~
17 **establish strategies to mitigate, remediate, or assist in the mitigation or**
18 **remediation of these problems in all watersheds within Gainesville's city**
19 **limits. In consideration of the importance of water quality of the creeks in**
20 **our community, priority shall be given to improving the quality of water**
21 **entering Sweetwater Branch, Tumblin Creek and Hogtown Creek.**
22
23

24 Policy 4.12.1 ~~By 2003, The City shall maintain~~ submit a ~~its~~ National Pollutant Discharge
25 Elimination System (NPDES) permit from application to ~~application to~~ FDEP in order to
26 improve surface water quality.
27

28 Policy 4.12.2 The City shall ~~continue to explore projects for improving water quality in its~~
29 watersheds, including the study of sedimentation problems, in the Hogtown
30 Creek watershed with the goal of reducing sediment accumulation in the
31 vicinity of NW 34th Street by 2010.
32

33 Policy 4.2.3 ~~The City shall continue to explore projects for improving water quality in~~
34 ~~Tumblin Creek that are identified in the City of Gainesville Master~~
35 ~~Stormwater Plan.~~
36

37 Policy 4.12.34 To enhance the quality of water entering Sweetwater Branch, the ~~e~~City ~~will~~
38 shall complete the construction of a master stormwater basin to treat flow
39 from downtown Gainesville.
40

41 Policy 4.1.4 The City shall complete the Payne's Prairie Sheet Flow Restoration project
42 during the planning period.
43

44 Policy 4.1.5 The City shall remain actively engaged as a stakeholder in the cleanup of the
45 Cabot Carbon/Koppers Superfund Site.

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Appendix E

City of Gainesville Comprehensive Plan

Conservation, Open Space & Groundwater Recharge Element

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Policy ~~4.12.65~~ The City shall coordinate with the Alachua County Environmental Protection Department and other governmental entities in identifying pollution problems and providing documentation and other relevant assistance as appropriate and feasible towards the mitigation and remediation of pollution problems, including assistance as necessary in cases where sanctions may be imposed for violations of applicable environmental regulations.

**TRANSPORTATION MOBILITY ELEMENT
GOALS, OBJECTIVES & POLICIES**

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO ~~THE~~ CULTURAL AND ENVIRONMENTAL AMENITIES ~~OF GAINESVILLE~~, AND THAT IMPLEMENTS THE VISION OF THE ~~"YEAR 2020 LIVABLE COMMUNITY REINVESTMENT PLAN"~~ "YEAR 2035 LONG RANGE TRANSPORTATION PLAN" WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. PROVIDE EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND PUBLIC TRANSIT NEEDS. THE SYSTEM SHOULD PROVIDE VEHICULAR, PUBLIC TRANSIT AND NON-MOTORIZED ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD COMMERCIAL AREAS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

GOAL 1

ADOPT TRANSPORTATION LEVELS OF SERVICE.

Objective 1.1 The City shall adopt the following transportation levels of service (LOS).

These levels of service are solely for planning purposes and are not used to apply transportation concurrency.

Policy 1.1.1 Roadway LOS:

- a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS C to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.

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City of Gainesville Comprehensive Plan

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c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2 Transit LOS:

a. The City shall strive to provide fixed-route transit service within ¼ mile of 80 % of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.

b. The City shall strive to provide peak hour frequencies of 20 minutes or less within ¼ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.

c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.

d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.

b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.

c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4 Bicycle and Trail LOS:

a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.

b. New streets shall be designed and constructed to include bicycle facilities.

GOAL 12

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Transportation Mobility Element

1
2 **DEVELOP AND MAINTAIN A SAFE, CONVENIENT, AND ENERGY EFFICIENT**
3 **MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO**
4 **ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND**
5 **THE TRANSPORTATION DISADVANTAGED THAT ~~AND WHICH~~ PROVIDES**
6 **ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.**

7
8
9 **Objective 12.1 Create an environment that promotes transportation choices, compact**
10 **development, and a livable city.**

11
12
13 Policy ~~12.1.1~~ By 2010, the The City shall enhance the multi-modal transportation system
14 University Avenue between downtown and the University of Florida (UF) UF
15 (University of Florida) to enhance improve connectivity the connection
16 between these two areas, and promote transportation choice and livability.

17
18 Policy ~~12.1.2~~ The City shall promote transportation choice, healthy residential and non-
19 residential development, safety, and convenience.

20
21 Policy ~~12.1.3~~ By 2004, the City shall explore with FDOT, enhancements to N.W.13th Street
22 to increase the pedestrian and multi-modal character of that corridor. The
23 City shall support the "Multimodal Emphasis Corridor" designation on 13th
24 Street from SW 16th Avenue to NW 23rd Avenue as shown in the Long Range
25 Transportation Plan Update.

26
27 Policy ~~12.1.4~~ The City shall coordinate with FDOT to reduce large truck traffic on streets
28 that are not designated truck routes, and direct such traffic to designated truck
29 routes. Improved signs and enforcement shall direct non-local or through
30 trucks to the designated truck route.

31
32 Policy ~~12.1.5~~ The City shall ensure that street modifications support land use, housing
33 choice, and transportation choice objectives.

34
35 Policy ~~12.1.6~~ The City shall inventory and prioritize enhancements for "A" streets by 2005.
36 An "A" street shall be defined as a street which is designed with, or otherwise
37 characterized by, features that promote the safety, comfort, and convenience
38 of pedestrians. The City shall use "Complete Streets" principles to ensure that
39 roadways are planned, designed, and maintained for safe use by users of all
40 ages and abilities, including pedestrians, bicyclists, transit users, motorists,
41 and freight vehicles.

42
43 Policy ~~12.1.7~~ The City shall coordinate with UF to ensure that the Campus Master Plan is
44 consistent with the goals, objectives and policies of the Transportation
45 Mobility Element of the City Comprehensive Plan.

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Policy ~~12.1.8~~ The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.

Policy ~~12.1.9~~ The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and the area between downtown and the UF campus. The land development code shall be amended to ensure that such parking meets performance objectives.

~~Policy 1.1.10~~ ~~The City shall establish indicators, which track the trends in promoting transportation choice on an annual basis. Such indicators may include, among others, gasoline consumption, bus ridership, jobs/housing balance, vehicle miles traveled, percentage of travel by various forms of travel, and motor vehicle registration.~~

Policy 2.1.10 The City shall use "Context Sensitive Street Design" principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility for all users.

Policy ~~12.1.11~~ Site Development plans for new developments and redevelopment of residential and non-residential sites shall ~~be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.~~

Policy ~~12.1.12~~ New development will be encouraged to provide ~~non-motorized vehicle and non-street connections~~ pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

~~Policy 1.1.13~~ ~~The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:~~

- ~~a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;~~
- ~~b. Coordinating with the MTPO and Alachua County to extend East 27th Street from University Avenue to NE 39th Avenue;~~
- ~~c. Coordinating with the MTPO and FDOT to narrow and enhance University Avenue between East 15th Street and East 27th Street;~~
- ~~d. Coordinating with MTPO and FDOT to modify Waldo Road from NE 16th Avenue to SE 4th Avenue so that this section of road becomes a low-speed, urban gateway boulevard; and~~

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1
2 e. ~~Include in the transportation network provisions for bicyclists, transit users,~~
3 ~~and pedestrians on NE 15th Street, East University Avenue, Main Street, and~~
4 ~~NE 8th Avenue, where applicable.~~

5
6 **Objective 12.2** Ensure that ~~f~~Future ~~I~~Land ~~u~~Use ~~m~~Map designations promote
7 transportation objectives by designating residential development of
8 sufficient density transit-supportive densities in appropriate locations to
9 support transportation choice.

10
11 Policy 12.2.1 The City's ~~f~~Future ~~I~~Land ~~u~~Use ~~m~~Map shall remain consistent with
12 transportation choice strategies ~~such as: retaining higher residential densities~~
13 ~~and non-residential intensities near and within neighborhood (activity) centers~~
14 ~~and within transit route corridors; car-oriented land uses primarily outside of~~
15 ~~areas oriented toward transportation choice; mixed use designations in~~
16 ~~appropriate locations; and centrally located community-serving facilities.~~

17
18 Policy 1.2.2 ~~The City shall coordinate with the MTPO to increase public awareness of~~
19 ~~upcoming transportation projects in the approved Year 2020 Livable~~
20 ~~Communities Reinvestment Cost Feasible Plan.~~

21
22 **Objective 12.3** Ensure that the City coordinates with the ~~Year 2020 Livable~~
23 ~~Communities Reinvestment Plan~~ Year 2035 Long Range
24 Transportation Plan and other plans of the MTPO for the Gainesville
25 urbanized area, the Florida Transportation Plan, and the FDOT's
26 Adopted Work Program.

27
28 Policy 12.3.1 The City shall coordinate with the MTPO in the Gainesville urbanized area,
29 the FDOT, UF, and other related state and regional and local agencies to
30 implement land use, transportation, and parking policies that promote
31 transportation choice.

32
33 Policy 12.3.2 The City shall coordinate with FDOT and Alachua County to implement
34 Access Management, ~~Rule 14.97, F.A.C., and Sections 334.044 (2) and~~
35 ~~335.188, F.S regulations.~~

36
37 Policy 12.3.3 The City shall ~~continue to~~ propose transportation projects that affect the City
38 to the MTPO for consideration in the 5-Year Transportation Improvement
39 Program.

40
41 Policy 12.3.4 The City shall ~~continue to~~ coordinate with FDOT, MTPO, the Community
42 Traffic Safety Team, and Alachua County to improve transportation system
43 management and enhance safety by the continued expansion and upgrade of
44 the ~~traffic signal system and timing~~ Traffic Management System, and by

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1 installing traffic ~~signal pre-emption~~ signal priority control for emergency
2 vehicles and buses.

3
4 Policy ~~12.3.5~~ The City shall assist the MTPO in annually issuing a Level of Service Report
5 on all GUATS system roadways ~~annually~~ and shall coordinate with the MTPO
6 to designate backlogged and constrained facilities; these designations shall be
7 amended as appropriate to reflect updated traffic count information and
8 system improvements.

9
10 Policy 2.3.6 The City shall strive to implement transportation-related aspects of Plan East
11 Gainesville, including, but not limited to:

12
13 a. Coordinating with the MTPO to establish a Bus Rapid Transit system
14 connecting east Gainesville with centers of employment and
15 commerce;

16
17 b. Coordinating with the MTPO and FDOT on the implementation of the
18 Waldo Road Multi-Way Boulevard (with limits from University
19 Avenue to NE 39th Avenue) listed in the MTPO 2035 Cost-feasible
20 Plan; and

21
22 c. As road reconstruction occurs, including in the transportation network
23 provisions for bicyclists, transit users, and pedestrians on NE 15th
24 Street, East University Avenue, Main Street, and NE 8th Avenue,
25 where applicable.

26
27 **Objective ~~12.4~~ Protect existing and future rights-of-way from building encroachment to**
28 **the extent that doing so promotes transportation choice.**

29
30 Policy ~~12.4.1~~ By 2005, the The City shall ~~continue to work~~ collaborate with FDOT, MTPO,
31 and Alachua County to identify future transportation rights-of-way and to
32 provide for development regulations and acquisition programs that ~~which~~ will
33 protect such corridors for their intended future use. Such protection and long-
34 range planning shall include pedestrian, bicycle, car, and transit facilities.

35
36 **PEDESTRIANS**

37
38 **GOAL ~~23~~**

39
40 **PROVIDE A SAFE, CONVENIENT, CONTINUOUS, COMFORTABLE, AND**
41 **AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT**
42 **PROMOTES WALKING. THE CITY SHALL BECOME A NATIONAL MODEL**
43 **FOR AN ENHANCED COMMUNITY TRANSIT SYSTEM WITH A VARIETY OF**
44 **TRANSPORTATION SERVICES THAT PROVIDE A SAFE, CONVENIENT,**
45 **ACCESSIBLE, COMFORTABLE, CONTINUOUS, AND AESTHETICALLY**

1 PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING
 2 AND TRANSIT USE. SERVICE SHALL BE PROVIDED WITH THE CLEANEST,
 3 QUIETEST, AND MOST ENERGY EFFICIENT EQUIPMENT FEASIBLE.
 4 DEVELOP A "PARK ONCE" ENVIRONMENT AT EACH CITY NEIGHBORHOOD
 5 (ACTIVITY) CENTER.

6
 7 **Objective 23.1** Establish land use designations and encourage site development plans
 8 that reduce vehicle miles traveled and are transit supportive, which
 9 reduce trip distances.

10
 11 Policy 23.1.1 ~~By 2002, the~~ The City shall inventory and prioritize all arterial, collector, and
 12 local street segments with that have sidewalk gaps, and shall maintain such
 13 inventory on the City's Geographic Information System (GIS) library to assist
 14 in the identification of gaps and priorities. The following criteria shall be used
 15 in prioritizing sidewalk gap improvements: (1) proximity to public schools;
 16 (2) proximity to major public parks or cultural facilities; (3) proximity to high
 17 density residential and commercial areas, or any area exhibiting (or potentially
 18 exhibiting) a high volume of walking; ~~and~~ (4) proximity to the Traditional
 19 City; (5) arterial and collector streets; (6) proximity to transit routes; and (7)
 20 proximity to areas of significant blight.

21
 22 Policy 2.1.2 ~~By 2003, the City shall prioritize and continue a retrofitting program so that at~~
 23 ~~least one linear mile of sidewalk is installed annually.~~

24
 25 Policy 2.1.3 ~~By 2002, the City shall complete an inventory of sidewalks on all arterial,~~
 26 ~~collector and local streets, and place such an inventory on the city Geographic~~
 27 ~~Information System to assist in the identification of gaps and priorities.~~

28
 29 Policy 23.1.42 ~~By 2002, the~~ The City shall identify arterial and collector segments that
 30 should be made more walkable. Raised medians, wider sidewalks, and on-
 31 street parking should be used, where feasible, on these selected arterials and
 32 collector streets within, or adjacent to, the urban area and particularly within
 33 in-pedestrian-oriented areas, or adjacent to, such as downtown, UF, and other
 34 neighborhood (activity) centers mixed-use areas.

35
 36 Policy 23.1.53 ~~By 2002, all new streets within the City shall, where feasible, include~~
 37 ~~sidewalks on both sides. The City shall use the "Complete Streets" principles~~
 38 in the design of all new streets.

39
 40 Policy 2.1.6 ~~The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links~~
 41 ~~between adjacent land uses, where feasible.~~

42
 43 Policy 23.1.74 Development and redevelopment projects shall be encouraged to provide
 44 bicycle and pedestrian access to adjacent properties. Connectivity or stub-

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1 outs for future connections shall be included in development and
2 redevelopment plans.

3
4 Policy ~~23.1.85~~ Street intersection modification, street construction, restriping, reconstruction,
5 and resurfacing shall not increase the difficulty of bicycle, transit, and
6 pedestrian travel. Such changes shall include safety features for bicycles,
7 transit, and pedestrians to offset any negative impact the modification may
8 otherwise create.

9
10 Policy ~~23.1.96~~ The City shall establish, as feasible and appropriate, pedestrian mid-block
11 refuge areas at street mid-points, particularly for streets with continuous left-
12 turn lanes, ~~and~~ areas where a large volume of pedestrians and bicyclists are
13 expected or ~~are to be encouraged, or on 5- and 5 and 7-lane streets (or any~~
14 street with a crossing distance greater than 60 feet). For streets within city
15 limits that are not under the City's maintenance responsibility, the City shall
16 coordinate with the governmental unit that has maintenance responsibility to
17 request placement of pedestrian mid-block refuge areas where feasible and
18 appropriate.

19
20 Policy ~~23.1.107~~ In new development or redevelopment, The City shall promote walking,
21 transit use, and bicycling in new development and redevelopment shall be
22 promoted by establishing modest, human-scaled dimensions such as small
23 street blocks, pedestrian-scaled street and building design, ample sidewalks to
24 carry significant pedestrian traffic, and improved access to transit stops in
25 commercial areas.

26
27 Policy ~~2.1.11~~ Drive-throughs shall be prohibited or restricted in areas where high pedestrian
28 volumes are expected, or where walkable areas are designated or anticipated.
29 Restrictions shall include number of lanes, width and turning radius of lanes,
30 and entrance to and exit from the drive-through.

31
32 Policy ~~2.1.12~~ Sidewalks shall be kept clear of signs, furniture, and other pedestrian
33 obstacles that reduce the acceptable clear width of the sidewalk.

34
35 Policy ~~2.1.13~~ The City, by 2002, in coordination with the CRA, shall prepare a plan that
36 inventories the need for pedestrian enhancements in the downtown Central
37 City District, including filling sidewalk gaps, installing street furniture, adding
38 landscaped curb extensions and other pedestrian enhancements, and shall
39 prepare an affordable and feasible schedule for making such improvements.

40
41 Policy ~~23.1.148~~ The City shall collaborate work with FDOT and the CRA to enhance and
42 widen sidewalks and provide traffic control and design features to enhance
43 pedestrian activity along University Avenue from W. 38th Street to Waldo
44 Road to implement the Long Range Transportation Plan that designates

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University Avenue from Waldo Road to NW 34th Street as a Multimodal Emphasis Corridor.

Policy ~~23.1.159~~ The City's ~~shall amend the~~ Land Development Code to shall require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to, sidewalks, speed tables and crosswalks that connect buildings, transit stops, and parking areas at the development site.

Policy ~~23.1.160~~ At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be free of signs, furniture, and other pedestrian obstacles that reduce the useable width of the sidewalk.

TRANSIT

GOAL 3

~~CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE.~~

Objective 3.12 Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and ~~the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus transit system and make up a substantially larger market.~~ Viable service shall be supported by ensuring that the bus The transit system shall serve serves major trip generators and attractors such as the UF campus, and existing transit hubs, and transit supportive areas neighborhood (activity) centers, and that employment and housing are adequately served by with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.

Policy 3.42.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near ~~important transit stops along arterials and collectors~~ existing transit hubs or transit-supportive areas.

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Policy 3.12.2 The City shall strive to link its land use and transportation planning by ~~establishing neighborhood (activity) centers as~~ "transit-oriented developments." Ideally, transit hubs will evolve into having a sense of place and community using the Transportation Mobility Program.

Policy 3.12.3 ~~By 2005, the~~ The City shall evaluate ~~the citywide bus~~ transit stops ~~in city limits~~ to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus transit stop locations.

Policy 3.12.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.

Policy 3.12.5 The City shall support expansion of the ~~Bus Card Pass membership~~ Employee Bus Pass Program ~~to include Shands employees, and consider establishing a program that would provide one to more city residents.~~

Policy 3.12.6 Upon completion of the Go Enhance RTS Bus Rapid Transit (BRT) study, if a Bus Rapid Transit (BRT) route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

Objective 3.2

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

Policies

~~3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.~~

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

~~3.2.3 The City shall strive to provide main bus service within 1/4 mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.~~

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

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1 3.2.58 The City bus transit service shall be enhanced to improve reliability, availability,
2 comfort, and convenience. ~~and expand weekday evening and weekend service.~~

3
4 ~~3.2.6 In recognition of the value to the community of the many strong, stable, residential~~
5 ~~neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate~~
6 ~~a presumption that the City shall support a change of designation of land use for any~~
7 ~~parcel. Any such action shall take into account the full range of appropriate factors~~
8 ~~such as overall compatibility of the proposal, surrounding land uses, environmental~~
9 ~~constraints, and others, in addition to the factor of the City's support of transit.~~

10
11 **BICYCLING**

12
13 **GOAL 4**

14
15 **PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND**
16 **AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS**
17 **CONDUCTIVE TO BICYCLING.**

18
19 **Objective 4.1 Strive to increase the number of bicycle trips within city limits.**

20
21 Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a route
22 to every major destination in the eCity.

23
24 Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure
25 that the installation of a turn lane will retain or include a continuous bike lane
26 on the curb lane through the intersection, consistent with FDOT design
27 standards for road facilities.

28
29 Policy 4.1.3 The City, in cooperation with the County and FDOT, shall install or
30 encourage the installation of bicycle detection devices at traffic-activated
31 signals on arterial and collector streets, consistent with FDOT standards.

32
33 Policy 4.1.4 ~~By 2003, computerized traffic signalization in the Traditional City shall be~~
34 ~~designed to strike a balance between the needs of the pedestrian, bus, bicycle,~~
35 ~~and car, with particular consideration given to locations with high pedestrian~~
36 ~~volumes, bicycle volumes, or both. The crossing time provided at crosswalks~~
37 ~~shall take into account the speed of those non-motorized users with the~~
38 ~~slowest crossing speed. Traffic signalization should be context sensitive in~~
39 ~~areas of high pedestrian and bicycle use.~~

40
41 Policy 4.1.5 ~~By 2003, the~~ The City shall identify all arterials and collector segments that
42 which are not currently designed for in-street bicycle transportation, and
43 determine the most appropriate design to accommodate such transportation,
44 where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be
45 consulted to prioritize such modifications.

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Appendix B

City of Gainesville Comprehensive Plan

Transportation Mobility Element

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Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as Park and Ride park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.

~~Policy 4.1.7 By 2003, when sufficient right of way is available and when not an "A" street, all n~~New construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards. Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street using "Complete Streets" and "Context Sensitive Street Design" principles.

~~Policy 4.1.8 The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights of way. Maintenance shall include sweeping of bicycle lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.~~

~~Policy 4.1.9 By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.~~

Policy 4.1.10~~8~~The City shall ~~continue to~~ equip each transit system bus to carry bicycles.

Policy 4.1.11~~9~~All new ~~park-n-ride~~ Park and Ride lots shall be designed to accommodate bicycle parking.

Policy 4.1.10~~2~~By 2005, the ~~The~~ City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major appropriate transit stops and transfer points within city limits.

Policy 4.1.11~~3~~The City shall support ~~continuation of provision of~~ bicycle and pedestrian safety programs in Alachua County schools.

Policy 4.1.12~~4~~The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this Comprehensive Plan ~~plan~~.

Objective 4.2 Improve bicycle-related security.

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1 Policy 4.2.1 The City's bicycle parking design guidelines shall ~~only~~ only bicycle
2 racks ~~that which~~ provide durability, security, ease of use, attractiveness,
3 adaptability to different styles of bicycles and lock types, and minimal hazard
4 to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle
5 rack.

6
7 **TRAIL NETWORK**

8
9 **GOAL 5**

10
11 **DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE**
12 **URBAN AREA.**

13
14 **Objective 5.1** ~~Develop, by 2006, an average of at least one mile of trail designed for~~
15 ~~bicycles, pedestrians, and wheelchairs annually.~~ Develop and expand a
16 trail network that provides multi-modal transportation opportunities
17 for bicyclists and pedestrians.

18
19 Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified as Future Off-Road
20 Trails in on the map labeled Off-Street Paved Trail Network in the
21 Transportation Mobility Map Series Data and Analysis Report and the Bicycle
22 Master Plan, by 2010.

23
24 Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua
25 County's ~~in County~~ efforts to expand the Network—both for corridor
26 acquisition and trail construction—particularly for extensions of the Archer
27 Braid Trail within city limits ~~Walde Rail Trail, the Gainesville Hawthorne~~
28 ~~Rail Trail, and the Archer Road corridor.~~

29
30 Policy 5.1.3 The City shall ~~amend the land development code to~~ require new development
31 and redevelopment to provide pedestrian and bicycle access to nearby trails,
32 where feasible, or to enable a future retrofit connection.

33
34 Policy 5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail
35 connections that link various land use destinations ~~by 2003~~. Utility and
36 stormwater management rights-of-way and easements will also be evaluated
37 for such connections.

38
39 Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails
40 permanent and not subject to revision, unless a "rails-with-trails" program is
41 established.

42
43 Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail
44 spurs into bicycle, transit, and pedestrian facilities.

45

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1 Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail
2 opportunities, and to keep options open for future inter-city passenger rail
3 corridors.
4

5
6 ***LIVABLE STREETS THAT PROMOTE SAFETY AND QUALITY OF LIFE***
7

8 **GOAL 6**
9

10 ~~CREATE AND RETAIN STREETS THAT PROMOTE A MIX OF USES SUCH AS~~
11 ~~CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING~~
12 ~~"COMPLETE STREETS" AND "CONTEXT SENSITIVE STREETS" DESIGN~~
13 ~~PRINCIPLES: (1) FOR SLOW MOTOR VEHICLE SPEEDS, (2) FOR QUIET~~
14 ~~NEIGHBORHOODS, (3) FOR SAFETY FOR CHILDREN, PEOPLE WITH~~
15 ~~DISABILITIES, AND SENIORS ALONG RESIDENTIAL STREETS, (4) FOR A~~
16 ~~LIVABLE COMMUNITY FEATURING NEIGHBORHOOD PRIDE, A SENSE OF~~
17 ~~PLACE, AND A PLEASANT TREE CANOPY; AND (5) THAT SUPPORT A~~
18 ~~SIDEWALK SYSTEM SUPPORTIVE OF SOCIALIZING.~~
19

20 **Objective 6.1** ~~Revise street design standards~~ Apply "Complete Streets" and "Context
21 Sensitive Streets" design principles and continue installing street design
22 features so that construction of new streets and repair of existing streets
23 will to create a safe, balanced, livable street transportation system that
24 can be used for all forms of travel to the benefit of neighborhoods, local
25 businesses, and the overall community.
26

27 **Policy 6.1.1** ~~In the Traditional City, University Heights, and College Park, †The City shall~~
28 ~~use context-appropriate design features such as wide sidewalks, street trees,~~
29 ~~on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops,~~
30 ~~traffic calming, prominent crosswalks, modest building setbacks, and signal~~
31 ~~timing to achieve more modest average car speeds (no more than 25-30 mph)~~
32 ~~in order to create a more livable street transportation system throughout the~~
33 ~~City that is rich in transportation choice. The design of streets shall promote~~
34 ~~land uses that are intended along streets in this portion of the city, such as~~
35 ~~healthy and walkable retail, residential, office, and civic uses.~~
36

37 **Policy 6.1.2** Use traffic calming, where appropriate, to promote transportation choice, and
38 to reduce the negative impacts of car travel, alter driver behavior, and improve
39 conditions for non-motorized street users.
40

41 **Policy 6.1.3** The City shall ~~make low-speed urban street design specifications and~~
42 ~~geometries the normal, default practice for street construction, modification,~~
43 ~~and reconstruction, and shall encourage the same policy be adopted by FDOT~~
44 ~~and the County within city limits. Higher speed design shall only be used~~

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Transportation Mobility Element

- 1 ~~when specifically warranted~~ use the "City of Gainesville Engineering Design
2 & Construction Manual" for street design and geometrics.
3
- 4 Policy 6.1.4 The City shall use street resurfacing projects as an opportunity to install or
5 enhance sidewalks, bicycle lanes, raised medians, and brick or brick-
6 imprinted, paver, or painted crosswalks, where feasible. If not a City project,
7 the City shall recommend that the State or the County make such
8 enhancements.
9
- 10 Policy 6.1.5 The City shall ~~work~~ collaborate with the State and the County to design
11 roadways that protect the linear continuity of raised medians as a strategy to
12 promote safety, to provide pedestrian refuge, promote traffic calming, and
13 provide space for landscaping, and discourage strip commercial development.
14
- 15 Policy 6.1.6 The street layout of new developments shall be coordinated with the streets
16 and parking of surrounding areas. This shall be done by establishing street
17 connections to adjacent or potentially adjacent streets and parking lots, when
18 feasible, unless natural features prevent such a connection. When not feasible,
19 the end of the street shall establish a right-of-way connection to adjacent, off-
20 site property so that a future motorized or non-motorized connection to an
21 adjacent street or property is not foreclosed.
22
- 23 ~~Policy 6.1.7~~ ~~The City should de-emphasize the hierarchical street system in terms of~~
24 ~~relying on a few large streets to carry the bulk of trips, and shall incrementally~~
25 ~~move toward a more balanced, connected system whereby trips are more~~
26 ~~dispersed throughout the entire street system. Additional connections should~~
27 ~~be added where needed and feasible to make our overall street system more~~
28 ~~functional, with respect for existing natural and man-made features.~~
29
- 30 Policy 6.1.7~~8~~ The City shall set aside at least one day each year as a designated and
31 publicized sustainable transportation day to encourage citizens to switch from
32 single-occupant car use to another commuting form of travel.
33
- 34 ***SOV TRAVEL***
- 35
- 36 **GOAL 7**
- 37
- 38 **STRIVE TO MINIMIZE REDUCE SINGLE-OCCUPANT VEHICLE TRIPS**
39 **WITHIN THE GAINESVILLE METROPOLITAN AREA.**
- 40
- 41 **Objective 7.1** ~~Strive, by 2010, to have at least 8 percent of all trips within the city be~~
42 ~~made by a means other than single-occupant vehicle. Provide multi-~~
43 modal opportunities and mixed-use development areas to reduce single-
44 occupant automobile trips and reduce vehicle miles traveled.
45

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- 1 Policy 7.1.1 The maximum number of travel lanes for a new or widened street within city
2 limits shall not exceed 4 travel lanes, except for I-75.
3
- 4 Policy 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that
5 intersections are safe for all modes of travel.
6
- 7 Policy 7.1.3 The City shall ~~amend its~~ periodically review the Land Development Code to
8 ensure that parking standards are adequate to meet the needs of the
9 community.
10
- 11 Policy 7.1.4 The City shall encourage new public and private schools to provide bicycle
12 and pedestrian connections to nearby residentially designated lands.
13
- 14 Policy 7.1.5 The City shall use the Transportation ~~Concurrency Exception Area~~ Mobility
15 Program Area as shown mapped in the Transportation Mobility Element Data
16 and Analysis Report to encourage redevelopment within the ~~e~~City, and to
17 promote transportation choices.
18
- 19 ~~Policy 7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway System and~~
20 ~~LOS "D" for State two-way arterials. Development within the Gainesville~~
21 ~~Transportation Concurrency Exception Area (TCEA) shall be regulated as~~
22 ~~shown in the Concurrency Management Element.~~
23
- 24 ~~Policy 7.1.7 The City shall adopt LOS "E" for non-state streets (including Non-state streets~~
25 ~~functioning as arterials) which are city-maintained facilities in the street~~
26 ~~network. Development within the Gainesville TCEA shall be regulated as~~
27 ~~shown in the Concurrency Management Element.~~
28
- 29 ~~Policy 7.1.8 The City shall adopt LOS "D" for non-state streets which are Alachua~~
30 ~~County-maintained facilities in the street network, as shown in the "Average~~
31 ~~Annual Daily Traffic Level of Service Report". Development within the~~
32 ~~Gainesville TCEA shall be regulated as shown in the Concurrency~~
33 ~~Management Element.~~
34
- 35 Policy 7.1.69 Whenever redevelopment or reuse of a site would result in the combination of
36 one or more parcels of land that had previously operated as separate uses,
37 having with separate driveways and parking, ~~which~~ but are now proposed to
38 operate jointly or to share parking facilities, the total number and location and
39 width of driveways shall be reviewed. In order to reduce access points on the
40 street system, driveways shall be eliminated when the area served can be
41 connected within the site.
42
- 43 Policy 7.1.710 The City shall coordinate the transportation network with the ~~Future Land~~
44 Uses land uses shown on the Future Land Use Map Series in order to
45 encourage compact development patterns, ~~and to provide safe and convenient~~

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access for work, school, shopping, and service-related trips, to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida ~~Intrastate Highway System~~ Strategic Intermodal System.

~~Policy 7.1.11 Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.~~

~~Policy 7.1.812~~The City shall ~~work with and~~ encourage large employers to develop incentives ~~to offer for~~ employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes, or parking cash-out policies, ~~for their employees.~~

Objective 7.2 ~~Reduce car dependency to obtain environmental, financial, and social benefits.~~ Use the Transportation Mobility Program policies to improve the land use and transportation planning connection and reduce traffic congestion.

Policy 7.2.1 Widening a street ~~shall will~~ not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, ~~roundabouts~~ roundabouts, and strategies that promote ~~bus~~ transit use, bicycling, and walking.

Policy 7.2.2 The City ~~shall will~~ encourage the use of ~~more~~ sustainable forms of travel, more transportation choice, and a better retail environment to reduce ~~the level of~~ traffic congestion and in order to improve the ~~e~~City's transportation level of service.

Policy 7.2.3 ~~Decision makers will incorporate the impacts of induced traffic when evaluating results of travel modeling.~~ The Transportation Mobility Program shall promote multi-modal opportunities and better land use planning.

ACCESSIBILITY FOR THE DISABLED

GOAL 8

CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS FOR PEOPLE WITH DISABILITIES.

Objective 8.1 Eliminate existing barriers for people with disabilities.

Policy 8.1.1 Curb ramps, ~~and~~ raised crosswalks, and transit stop improvements shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.

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1 Policy 8.1.2 The City shall ~~continue to equip~~ maintain a transit fleet that can RTS buses to
2 carry people serve persons with disabilities.

3
4 Policy 8.1.3 Car parking spaces for persons with ~~who have~~ disabilities shall conform to the
5 Florida Accessibility Code for Building Construction standards.
6
7

8 **GOAL 9**

9
10 **PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS,**
11 **COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND**
12 **EFFICIENT MANNER.**
13

14 **Objective 9.1 Promote the Gainesville Regional Airport as the aviation facility for**
15 **Gainesville and its air service area, and support the implementation of**
16 **the 1987 Gainesville Airport Master Plan Airport Master Plan as long**
17 **as its improvements and operations are consistent with the City's**
18 **Comprehensive Plan.**
19

20 Policy 9.1.1 The City shall ~~monitor the ridership potential for~~ provide main bus transit
21 service to the Gainesville Regional Airport, and institute such service when
22 the City Commission determines that demand warrants transit service to the
23 airport and the surrounding area.
24

25 Policy 9.1.2 The City shall use the ~~1987 Gainesville Regional Airport Master Plan~~ Airport
26 Master Plan as the future land use guide for development in and around the
27 airport.
28

29 ~~Policy 9.1.3 The City shall ensure that airport improvements are in compliance with the~~
30 ~~City's Conservation, Open Space and Groundwater Recharge Element.~~
31

32 **Objective 9.2 ~~Continue to e~~Eliminate incompatible land uses within airport noise**
33 **contours and hazardous obstructions affecting the landing, takeoff, or**
34 **maneuvering of aircraft, and coordinate ~~coordinating~~ the siting of new**
35 **(or expansion of existing) airports, or related facilities, with the Future**
36 **Land Use and Conservation, Open Space and Groundwater Recharge**
37 **Elements.**
38

39 Policy 9.2.1 The City's Future Land Use Element shall designate compatible land uses
40 within the vicinity of the airport.
41

42 Policy 9.2.2 The City shall ~~continue to work~~ collaborate with Alachua County to ensure
43 that incompatible land uses within the ~~65, 70 and 75 Ldn~~ adopted airport noise
44 contours are eliminated. The adopted airport noise contours are illustrated on

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the Airport Noise Zone Map dated August 2009 that is located in Appendix F of the City's Land Development Code.

Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land that ~~which~~ is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.

Objective 9.3 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization.

Policy 9.3.1 The City shall ~~continue to~~ ensure that future aviation projects and the Airport Industrial Park are integrated with the City's ~~traffic circulation~~ transportation system ~~and with other forms of transportation, such as transit and bicycling.~~

Objective 9.4 ~~Continue to~~ Coordinate airport growth with appropriate aviation or other related organizations.

Policy 9.4.1 The City shall ~~continue to work~~ collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.

Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

GOAL 10

IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

- A. **URBAN REDEVELOPMENT;**
- B. **INFILL DEVELOPMENT;**
- C. **A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
- D. **THE CITY'S ECONOMIC VIABILITY;**
- E. **DESIRABLE URBAN DESIGN AND FORM;**
- F. **A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
- G. **STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**

1 **H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND**
 2 **CONVENIENCE.**

3
 4
 5 **Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall**
 6 **include all property within city limits (although the TMPA shall not**
 7 **apply to annexed properties that do not yet have an adopted City land**
 8 **use category) and shall be subdivided into designated Zones A, B, C, D,**
 9 **E and M as mapped in the Transportation Mobility Element Data and**
 10 **Analysis Report and in the Geographic Information System (GIS) Map**
 11 **Library located on the City's Planning and Development Services**
 12 **Department website.**

13
 14 Policy 10.1.1 All property within city limits is included in the Gainesville Transportation
 15 Mobility Program Area (TMPA); however, the TMPA shall not apply to
 16 annexed properties that do not yet have an adopted City land use category.
 17 When annexed properties are designated with a City land use category, they
 18 shall be assigned to the most physically proximate TMPA zone as mapped in
 19 the Transportation Mobility Element Data and Analysis Report and in the GIS
 20 Map Library on the City's Planning and Development Services Department
 21 website.

22
 23 Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA
 24 policies specified in this Element.

25
 26 Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the
 27 City and the area near the University of Florida. Except as shown in Policy
 28 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A
 29 shall be provided to the maximum extent feasible by the City, Community
 30 Redevelopment Agency, federal or state governments, and other outside
 31 sources such as grant funds.

32
 33 Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall
 34 provide the following transportation mobility requirements. The developer
 35 shall provide any transportation modifications that are site related and required
 36 for operational or safety reasons, such as, but not limited to, new turn lanes
 37 into the development, driveway modifications, or new traffic signals, and such
 38 operational and safety modifications shall be unrelated to the Transportation
 39 Mobility Program requirements.

40
 41 a. Sidewalk connections from the development to existing and planned
 42 public sidewalk along the development frontage;

43
 44 b. Cross-access connections/easements or joint driveways, where
 45 available and economically feasible;

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- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and
- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

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| <u>Net, New Average Daily Trip Generation</u> | <u>Number of Criteria That Shall Be Met</u> |
|---|---|
| 50 or less | At least 1 |
| 51 to 100 | At least 2 |
| 101 to 400 | At least 3 |
| 401 to 1,000 | At least 5 |
| 1,001 to 5,000 | At least 8 |
| Greater than 5,000 | At least 12 and meet either a. or b.: a. <u>Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.</u> b. <u>Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.</u> |

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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPO, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.

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- 1 h. Provision of bus pass programs provided to residents and/or employees of the
2 development. The bus passes must be negotiated as part of a contract with the
3 Regional Transit System.
- 4 i. Deeding of land for the addition and construction of bicycle lanes that meet City
5 specifications. Prior to deeding land for right-of-way, the developer and the City
6 must agree upon the fair market value of the land for the purposes of meeting this
7 criterion. The developer may submit an appraisal to the City to establish fair market
8 value, subject to review and approval by the City.
- 9 j. Provision of additional bicycle parking over the minimum required by the Land
10 Development Code. Additional bicycle parking may be used to substitute for the
11 required motorized vehicle parking.
- 12 k. Enhancements to the City's off-street paved trail network (as shown in the
13 Transportation Mobility Map Series) that increase its utility as a multi-modal
14 transportation route. Such enhancements may include, but shall not be limited to: 1)
15 trail amenities such as benches, directional signage, or safety systems; 2) bicycle
16 parking at entry points or connections with transit lines; 3) land acquisition for
17 expansion or better connectivity; 4) additional entry points to the off-street paved trail
18 network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street
19 trail surfacing.
- 20 l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where
21 relevant) on public rights-of-way or medians, as coordinated with the implementation
22 of the City's streetscaping plans.
- 23 m. In order to increase the attractiveness of the streetscape and reduce visual clutter
24 along roadways to promote a more walkable environment, provision of no ground-
25 mounted signage at the site for parcels with 100 linear feet or less of property
26 frontage, or removal of non-conforming signage or billboards at the site. Signage
27 must meet all other regulations in the Land Development Code.
- 28 n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- 29 o. Construction of public sidewalks where they do not currently exist or completion of
30 sidewalk connectivity projects. Sidewalk construction required to meet Land
31 Development Code requirements along property frontages shall not count as meeting
32 TMPA criteria.
- 33 p. Payments to RTS that either increase service frequency or add additional transit
34 service, including Express Transit service and/or Bus Rapid Transit, where
35 appropriate.
- 36 q. Funding for the construction of new or expanded transit facilities.
- 37 r. Construction of bus shelters built to City specifications.
- 38 s. Bus shelter lighting using solar technology designed and constructed to City
39 specifications.
- 40 t. Construction of bus turn-out facilities to City specifications.
- 41 u. Construction of access to transit stops and/or construction of transit boarding and
42 alighting areas.
- 43 v. Business operations shown to have limited or no peak-hour roadway impact.
- 44 w. An innovative transportation-mobility-related modification submitted by the
45 developer, where acceptable to and approved by the City.

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Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

| <u>Net, New Average Daily Trip Generation</u> | <u>Number of Criteria That Shall Be Met</u> |
|---|--|
| <u>50 or less</u> | <u>At least 1</u> |
| <u>51 to 100</u> | <u>At least 3</u> |
| <u>101 to 400</u> | <u>At least 4.5</u> |
| <u>401 to 1,000</u> | <u>At least 7.5</u> |
| <u>1,001 to 5,000</u> | <u>At least 12</u> |
| <u>Greater than 5,000</u> | <u>At least 18 and meet either a. or b.:</u> a. <u>Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.</u> b. <u>Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.</u> |

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Zone C Criteria

a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:

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- 1 1. extension of SW 40th Boulevard to connect from its terminus south of
2 Archer Road to SW 47th Avenue;
3 2. extension of SW 47th Avenue to connect from its terminus east and south
4 to Williston Road;
5 3. extension of streets, deeding of land, and/or easements to create a more
6 gridded network and provide connectivity in redevelopment areas; and
7 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
8 b. Deeding of land for right-of-way and/or construction of roadway extensions to City
9 specifications. Prior to deeding land for right-of-way, the developer and the City must
10 agree upon the fair market value of the land for the purposes of meeting this criterion.
11 The developer may submit an appraisal to the City to establish fair market value,
12 subject to review and approval by the City.
13 c. Use of joint driveways or cross-access connections to reduce curb cuts.
14 d. Intersection and/or signalization modifications to address congestion management,
15 including, but not limited to: signal timing studies, fiber optic inter-connection for
16 traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of
17 elements of the Gainesville Traffic Signalization Master Plan. Implementation of the
18 Master Plan includes installation of Intelligent Transportation System (ITS) features
19 such as state of the art traffic signal controllers, dynamic message signs, transit signal
20 prioritization, and traffic monitoring cameras designed to maximize the efficiency of
21 the roadway network by reducing congestion and delay.
22 e. Participation in a transportation demand management program that provides funding
23 or incentives for transportation modes other than single occupant vehicle. Such
24 demand management programs shall provide annual reports of operations to the City
25 indicating successes in reducing single occupant vehicle trips.
26 f. Design and/or construction studies/plans for projects such as planned roundabouts,
27 road connections, sidewalk systems, and/or bike trails.
28 g. Provision of matching funds for transit or other transportation mobility-related grants.
29 h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This
30 may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on
31 the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the
32 addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-
33 way, the developer and the City must agree upon the fair market value of the land for
34 the purposes of meeting this criterion. The developer may submit an appraisal to the
35 City to establish fair market value, subject to review and approval by the City.
36 i. Funding of streetscaping/landscaping on public rights-of-way or medians, as
37 coordinated with the implementation of the City's streetscaping plans.
38 j. Pedestrian-scale lighting in priority areas, including:
39 1. SW 35th Place;
40 2. SW 37th/39th Blvd.;
41 3. SW 23rd Terrace; and
42 4. Williston Road.
43 k. Construction of public sidewalks where they do not currently exist or completion of
44 sidewalk connectivity projects. Sidewalk construction required to meet Land

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- 1 Development Code requirements along property frontages shall not count as meeting
2 TMPA criteria.
- 3 l. Payments to RTS that either increase service frequency or add additional transit
4 service, including Express Transit service and/or Bus Rapid Transit, where
5 appropriate.
- 6 m. Funding for the construction of new or expanded transit facilities.
- 7 n. Construction of bus shelters built to City specifications.
- 8 o. Bus shelter lighting using solar technology designed and constructed to City
9 specifications.
- 10 p. Construction of bus turn-out facilities to City specifications.
- 11 q. Construction of access to transit stops and/or construction of transit boarding and
12 alighting areas.
- 13 r. Business operations shown to have limited or no peak-hour roadway impact.
- 14 s. An innovative transportation-mobility-related modification submitted by the
15 developer, where acceptable to and approved by the City.

16

17 Policy 10.1.8 The City establishes the following priority for transportation mobility projects
18 within Zone C and shall collaborate with the Metropolitan Transportation
19 Planning Organization (MTPO) to add these items to the MTPO list of
20 priorities. The City shall also pursue matching grants and other funding
21 sources to complete these projects.

22

23 a. Construction of a southerly extension of SW 40th Boulevard from its
24 current end south of its intersection with Archer Road to the
25 intersection of SW 47th Avenue. This roadway connection shall
26 include bicycle and pedestrian facilities.

27

28 b. Construction of an extension of SW 47th Avenue to connect from its
29 terminus east and south to Williston Road.

30

31 c. Funding for the construction of new or expanded transit facilities.

32

33 Policy 10.1.9 For any development or redevelopment within Zone D, the developer shall, at
34 the developer's expense, meet the following transportation mobility criteria
35 based on the development's (including all phases) trip generation and
36 proportional impact on transportation mobility needs. The criteria chosen
37 shall relate to the particular development site and the transportation mobility
38 conditions and priorities in the zone, adjacent zones, and/or citywide for
39 criteria that benefit the overall transportation system. Based on cost estimates
40 provided by the developer and verified by the City, the City shall have the
41 discretion to count individual criteria as equivalent to two or more criteria for
42 purposes of satisfying transportation mobility requirements. Provision of the
43 required transportation mobility criteria shall be subject to final approval by
44 the City during the development review process and shall be memorialized in
45 a TMPA agreement between the City and the developer.

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| <u>Net, New Average Daily Trip Generation</u> | <u>Number of Criteria That Shall Be Met</u> |
|---|---|
| <u>50 or less</u> | <u>At least 1.5</u> |
| <u>51 to 100</u> | <u>At least 4</u> |
| <u>101 to 400</u> | <u>At least 6</u> |
| <u>401 to 1,000</u> | <u>At least 10</u> |
| <u>1,001 to 5,000</u> | <u>At least 16</u> |
| <u>Greater than 5,000</u> | <p><u>At least 24 and meet either a. or b.:</u></p> <p>a. <u>Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.</u></p> <p>b. <u>Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.</u></p> |

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Zone D Criteria

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- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:
 - 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.
- e. Provision of Park and Ride facilities, built to RTS needs and specifications.
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on

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- 1 the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the
2 addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-
3 way, the developer and the City must agree upon the fair market value of the land for
4 the purposes of meeting this criterion. The developer may submit an appraisal to the
5 City to establish fair market value, subject to review and approval by the City.
6 g. Construction of public sidewalks where they do not currently exist or completion of
7 sidewalk connectivity projects. Sidewalk construction required to meet Land
8 Development Code requirements along property frontages shall not count as meeting
9 TMPA criteria.
10 h. Payments to RTS that either increase service frequency or add additional transit
11 service, including Express Transit service and/or Bus Rapid Transit, where
12 appropriate.
13 i. Funding for the construction of new or expanded transit facilities.
14 j. Construction of bus shelters built to City specifications.
15 k. Bus shelter lighting using solar technology designed and constructed to City
16 specifications.
17 l. Construction of bus turn-out facilities to City specifications.
18 m. Construction of access to transit stops and/or construction of transit boarding and
19 alighting areas.
20 n. Business operations shown to have limited or no peak-hour roadway impact.
21 o. An innovative transportation-mobility-related modification submitted by the
22 developer, where acceptable to and approved by the City.

23
24 Policy 10.1.10 The City establishes the following priority for transportation mobility projects
25 within Zone D and shall collaborate with the Metropolitan Transportation
26 Planning Organization (MTPO) to add these items to the MTPO list of
27 priorities. The City shall also pursue matching grants and other funding
28 sources to complete these projects.

29
30 a. Construction of a southerly extension of SW 40th Boulevard from its
31 current end south of its intersection with Archer Road to the
32 intersection of SW 47th Avenue. This roadway connection shall
33 include bicycle and pedestrian facilities.

34
35 b. Funding for the construction of new or expanded transit facilities.
36

37 Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at
38 the developer's expense, meet the following transportation mobility criteria
39 based on the development's (including all phases) trip generation and
40 proportional impact on transportation mobility needs. The criteria chosen
41 shall relate to the particular development site and the transportation mobility
42 conditions and priorities in the zone, adjacent zones, and/or citywide for
43 criteria that benefit the overall transportation system. Based on cost estimates
44 provided by the developer and verified by the City, the City shall have the
45 discretion to count individual criteria as equivalent to two or more criteria for

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purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

| <u>Net, New Average Daily Trip Generation</u> | <u>Number of Criteria That Shall Be Met</u> |
|---|--|
| <u>50 or less</u> | <u>At least 1.5</u> |
| <u>51 to 100</u> | <u>At least 4</u> |
| <u>101 to 400</u> | <u>At least 6</u> |
| <u>401 to 1,000</u> | <u>At least 10</u> |
| <u>1,001 to 5,000</u> | <u>At least 16</u> |
| <u>Greater than 5,000</u> | <u>At least 24 and meet either a. or b.:</u> a. <u>Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.</u> b. <u>Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.</u> |

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Zone E Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.

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- 1 e. Provision of Park and Ride facilities, built to RTS needs and specifications.
2 f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This
3 may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on
4 the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the
5 addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-
6 way, the developer and the City must agree upon the fair market value of the land for
7 the purposes of meeting this criterion. The developer may submit an appraisal to the
8 City to establish fair market value, subject to review and approval by the City.
9 g. Construction of public sidewalks where they do not currently exist or completion of
10 sidewalk connectivity projects. Sidewalk construction required to meet Land
11 Development Code requirements along property frontages shall not count as meeting
12 TMPA criteria.
13 h. Payments to RTS that either increase service frequency or add additional transit
14 service, including Express Transit service and/or Bus Rapid Transit, where
15 appropriate.
16 i. Funding for the construction of new or expanded transit facilities.
17 j. Construction of bus shelters built to City specifications, where transit service is
18 available.
19 k. Bus shelter lighting using solar technology designed and constructed to City
20 specifications, where transit service is available.
21 l. Construction of bus turn-out facilities to City specifications, where transit service is
22 available or planned as shown in the Transit Development Plan, Bus Stop
23 Improvement Plan or 5-Year Schedule of Capital Improvements.
24 m. Construction of access to transit stops and/or construction of transit boarding and
25 lighting areas.
26 n. Business operations shown to have limited or no peak-hour roadway impact.
27 o. An innovative transportation-mobility-related modification submitted by the
28 developer, where acceptable to and approved by the City.
29

30 Policy 10.1.12 The City establishes the following priority for transportation mobility projects
31 within Zone E and shall collaborate with the Metropolitan Transportation
32 Planning Organization (MTPO) to add these items to the MTPO list of
33 priorities. The City shall also pursue matching grants and other funding
34 sources to complete these projects.
35

36 a. Widening SR 121 to 4 lanes north of US 441 to CR 231.
37

38 b. Funding for the construction of new or expanded transit facilities.
39

40 Policy 10.1.13 For any development or redevelopment within Zone M, the developer shall
41 fund transportation mobility criteria, including transit, pedestrian, bicycle, and
42 vehicular needs, in the zone. This may include projects outside of Zone M
43 that can be demonstrated to be a direct benefit to the transportation system in
44 Zone M. The required transportation mobility criteria shall be based on the
45 development's (including all phases) trip generation and proportional impact

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1 on transportation mobility facilities calculated as set forth in the City's Land
2 Development Code. Provision of the required transportation mobility criteria
3 shall be subject to final approval by the City during the development review
4 process and shall be memorialized in a TMPA agreement between the City
5 and the developer. The transportation mobility criteria for any development or
6 redevelopment that has a net, new average daily trip generation of greater than
7 5,000 trips shall include either 1. or 2. as follows:

- 8
- 9 1. Located on an existing RTS transit route with minimum 15-minute
10 frequencies in the a.m. and p.m. peak hours.
 - 11 2. Provide funding for a new RTS transit route with minimum 15-minute
12 frequencies in the a.m. and p.m. peak hours or provide funding to
13 improve RTS transit headways to minimum 15-minute frequencies in
14 the a.m. and p.m. peak hours. Funding for new routes shall include
15 capital and operating costs for a minimum of 5 years. Funding for
16 existing route expansions shall include capital and operating costs for a
17 minimum of 3 years.

18

19 It is anticipated that the provision of all mobility needs in Zone M may span a
20 20 to 30-year time period, and the mobility needs in Zone M, as listed below,
21 shall be identified in the City's 5-Year Schedule of Capital Improvements.

22

23 **Zone M Criteria**

- 24
- 25 a. Roadway projects that will provide a more interconnected transportation network in
26 the area and/or provide alternate routes to reduce congestion and pressure on arterials.
27 All roadway projects shall include bicycle and pedestrian facilities. Projects may
28 include, but shall not be limited to, the following:
 - 29 1. extension of Hull Road consistent with MTPO Option M;
 - 30 2. extension of SW 62nd Boulevard to SW Archer Road in accordance with
31 the MTPO design; and
 - 32 3. extension of streets, deeding of land, or easements to create a more
33 gridded network and provide connectivity.
 - 34 b. Deeding of land for right-of-way and/or construction of roadway extensions to City
35 specifications. Prior to deeding land for right-of-way, the developer and the City must
36 agree upon the fair market value of the land for the purposes of meeting this criterion.
37 The developer may submit an appraisal to the City to establish fair market value,
38 subject to review and approval by the City.
 - 39 c. Design and/or construction studies/plans for projects such as planned roundabouts,
40 road connections, sidewalk systems, and/ or bike trails.
 - 41 d. Construction of transit superstops in Zone M built to City specifications.
 - 42 e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and
43 restrooms/information center, built to RTS specifications.
 - 44 f. Traffic management system equipment for transit vehicles operating on routes in
45 Zone M.

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- 1 g. Funding for new buses and other capital expenses for routes serving Zone M.
- 2 h. Funding for articulated buses.
- 3 i. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- 4 j. Construction of public sidewalks where they do not currently exist or completion of
- 5 sidewalk connectivity projects. Sidewalk construction required to meet Land
- 6 Development Code requirements along property frontages shall not count as meeting
- 7 TMPA criteria.
- 8 k. Funding for the construction of new or expanded transit facilities.
- 9 l. Construction of access to transit stops and/or construction of transit boarding and
- 10 alighting areas.
- 11 m. Business operations shown to have limited or no peak-hour roadway impact.
- 12 n. An innovative transportation-mobility-related modification submitted by the
- 13 developer, where acceptable to and approved by the City.

14

15 Policy 10.1.14 Within the portion of the University of Florida (UF) Context Area that is

16 located inside city limits (as mapped in the Campus Master Plan), all new

17 multi-family residential development shall fund the capital transit costs

18 associated with transit service needs. Transit capital costs include transit

19 vehicles, maintenance facilities, passenger facilities such as transit shelters,

20 and technology equipment (such as GPS). Payments shall be based on a

21 proportionate share contribution for any additional transit service

22 enhancements needed to serve the proposed development and maintain

23 existing service levels (frequencies) in the RTS a.m. and p.m. peak hours. The

24 projected new trips shall be based on the expected mode split of all

25 development trips that will use transit. If the development is within ¼ mile of

26 UF, there shall be a 25% reduction in the required payment in recognition of

27 the pedestrian and bicycle trips that may occur. Any transit payments required

28 under this policy shall not count towards meeting TMPA criteria in Zones B,

29 C, D, or M.

30

31 Policy 10.1.15 Redevelopment or expansions of existing developments that generate fewer

32 than ten net, new average daily trips or two net, new p.m. peak hour trips

33 (based on adjacent street traffic) shall not be required to meet Policies 10.1.4,

34 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as applicable.

35

36 Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any

37 development or redevelopment within Zones B, C, D, E, or M that meets

38 standards such as neo-traditional, new urbanist, transit-oriented development

39 (TOD), or mixed-use development and includes a mix of both residential and

40 non-residential uses at transit-oriented densities shall be provided credits, in

41 relation to the multi-modal amenities provided, toward meeting the criteria in

42 Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.

43

44 Policy 10.1.17 An existing DRI that was approved and built prior to the adoption of the

45 TMPA may be granted TMPA credits for redevelopment or expansion if all of

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the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.

- a. The DRI is located entirely within the TMPA.
- b. At least one public transit route serves the DRI and operates at 15-minute frequencies during the RTS a.m. and p.m. peak hours.
- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by RTS during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

Policy 10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation mobility needs that are required by policies within this Element.

Policy 10.1.19 The City shall collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 10.1.20 The City may require special traffic studies within the TMPA, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

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1 Policy 10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required
2 Evaluation and Appraisal process.

3
4 Policy 10.1.22 The City shall amend the Concurrency Management section and any other
5 relevant sections of the Land Development Code to reflect the adoption of the
6 new Transportation Mobility Program and the rescinding of transportation
7 concurrency and the Transportation Concurrency Exception Area.

8
9 Policy 10.1.23 Developments approved prior to the adoption of the TMPA shall provide any
10 transportation improvements, modifications, or mitigation required as part of
11 the development plan approval, consistent with Future Land Use Element
12 Policy 3.4.5. When development plans that were approved prior to the
13 adoption of the TMPA are amended, they shall meet TMPA policies,
14 consistent with Future Land Use Element Policy 3.4.5.

15
16 **Objective 10.2 The City shall promote multi-modal transportation choice by adopting**
17 **the following policies that encourage an interconnected street network,**
18 **encourage redevelopment, and specially regulate developments with 30**
19 **or more acres, and by adopting the Existing Transit Hubs & Transit-**
20 **Supportive Areas Map as part of the Transportation Mobility Map**
21 **Series.**

22
23 Policy 10.2.1 The City shall not close or vacate streets except under the following
24 conditions:

- 25
26 a. the loss of the street will not foreclose reasonably foreseeable future
27 bicycle/pedestrian use;
28
29 b. the loss of the street will not foreclose non-motorized access to
30 adjacent land uses or transit stops;
31
32 c. the loss of the street is necessary for the construction of a high density,
33 mixed-use project containing both residential and non-residential uses
34 or creating close proximity of residential and non-residential uses; and
35
36 d. there is no reasonably foreseeable need for any type of transportation
37 corridor for the area.

38
39 Policy 10.2.2 The City shall ensure that new streets are designed appropriately for
40 transportation choice by setting design standards that call for minimal street
41 widths, modest turning radii, modest design speeds, curb extensions, traffic
42 calming, gridded and connected patterns, sidewalks, bicycle facilities, and
43 prohibition of cul-de-sacs, where feasible. Street design standards shall
44 include consideration of usage by transit vehicles, where appropriate.
45

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1 Policy 10.2.3 The City shall require new residential developments, where feasible, to
2 provide street and/or sidewalk/path connections and/or stub-outs to adjacent
3 properties and developments (such as schools, parks, bus stops, retail, and
4 office centers) so that motorized vehicle trips are minimized on major
5 roadways.

6
7 Policy 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas
8 Map as part of the Transportation Mobility Map Series to increase and
9 enhance multi-modal transportation choices and encourage redevelopment in
10 these areas.

11
12 Policy 10.2.5 In order to encourage the redevelopment of properties within the TMPA,
13 reduce or prevent blight, and encourage development in close proximity to
14 transit, the following redevelopment trip credits shall apply to projects that are
15 located within ¼ mile of the property lines of an existing transit hub or
16 projects that are located in transit-supportive areas (as shown in the Existing
17 Transit Hubs and Transit-Supportive Areas Map adopted in the Transportation
18 Mobility Element) and are within ¼ mile of an existing transit route. The City
19 shall reduce by 25% the net, new average daily trip generation for any
20 redevelopment project or any project that expands or converts a building to a
21 new use. The City shall reduce by 40% the net, new average daily trip
22 generation for any mixed-use project that includes both a residential and non-
23 residential component where residential dwelling units equal at least 10% of
24 the floor area of commercial/office uses.

25
26 Policy 10.2.6 In recognition of the significant redevelopment problems facing the City in the
27 NW 13th Street Activity Center area, the NW 13th Street Special
28 Redevelopment Trip Credit Area (as shown in the Transportation Mobility
29 Map Series) shall receive redevelopment trip credits as follows. The City shall
30 reduce by 30% the net, new average daily trip generation for any
31 redevelopment or expansion/conversion project. The City shall reduce by 45%
32 the net, new average daily trip generation for any mixed-use project that
33 includes both a residential and non-residential component.

34
35 Policy 10.2.7 To facilitate a reduction in vehicle miles traveled and energy efficient land use
36 patterns within the TMPA, developments on 30 or more vacant acres that have
37 a residential, commercial, mixed-use, office, or Planned Use District (PUD)
38 land use designation shall comply with the following conditions:

39
40 a. A mix of residential and non-residential uses shall be required where
41 residential dwelling units equal at least 10% of the floor area of
42 commercial/office uses.

43
44 b. The residential units may be vertically or horizontally mixed with the
45 non-residential portion of the development.

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- c. A residential unit credit may be received from off-site development that is within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.
- d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.
- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed-use requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. There shall be an exemption from the mixed-use requirements of this policy for any infill development in Zones A, B, or C that is surrounded by an area that: a) is at least equal to the size of the development; b) is at least 75% developed with a mix of residential and non-residential uses that may provide support needs; and c) has existing adequate and safe sidewalk connections within ¼ mile of the development.

Objective 10.3 The City's Land Development Code shall provide design standards for all new developments and redevelopment within the TMPA.

Policy 10.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TMPA. These standards address building placement, parking, sidewalks, building wall articulation, and placement of mechanical equipment, and shall be the guiding design standards for development/redevelopment on roadways in the TMPA that are listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C and M, the build-to line may be modified on Archer Road, SW 34th Street, SW 20th Avenue, or Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Land Development Code's Special Area Plan for Central Corridors. These design standards shall not supersede design standards adopted as part of a Special Area Plan, Overlay District, Planned Development, or Urban Mixed-Use District 2 (UMU-2) zoning district.

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1 Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as
2 retail petroleum sales (gasoline service stations), car washes, automotive
3 repair, and limited automotive services (as defined in the Land Development
4 Code), shall be designed with service bays and fueling (gas) pumps located to
5 the rear of buildings. These design standards shall not apply in industrial
6 zoning districts. The number of fueling positions shall be regulated by TMPA
7 policies.

8
9 **Objective 10.4 Automobile-oriented developments/uses within the TMPA, including**
10 **drive-through facilities, surface parking lots as a principal use, parking**
11 **garages, car washes, and gasoline service stations, shall be regulated as**
12 **follows.**

13
14 Policy 10.4.1 The City may establish pedestrian, transit, and bicycle-oriented areas, through
15 a special area plan overlay zone adopted within the Land Development Code,
16 to prohibit or further regulate automobile-oriented developments/uses beyond
17 the standards set by the TMPA.

18
19 Policy 10.4.2 Special area plan overlay district regulations (such as the College Park Special
20 Area Plan and the Traditional City) that prohibit and regulate automobile-
21 oriented developments/uses, as described in Objective 10.4, shall not be
22 modified by provisions or policies of the TMPA.

23
24 Policy 10.4.3 New development of surface parking lots as a principal use shall be required
25 to obtain a Special Use Permit. In addition to the review criteria set in the
26 Land Development Code for Special Use Permits, the approval of the Special
27 Use Permit shall be based on consideration of the size/scale of the proposed
28 surface parking lot and the inclusion of design and access features that
29 maintain pedestrian, bicycle, and transit safety and do not discourage
30 pedestrian, bicycle, and transit use in the area.

31
32 Policy 10.4.4 Drive-through facilities shall be defined to include banking facilities, payment
33 windows, restaurant, food and/or beverage sales, dry cleaning, express mail
34 services, and other services that are extended mechanically or personally to
35 customers who do not exit their vehicles. The following uses shall not be
36 considered drive-throughs: auto fuel pumps and depositories that involve no
37 immediate exchange or dispersal to the customer, such as mail boxes, library
38 book depositories, and recycling facilities.

39
40 In addition to the review criteria set in the Land Development Code for
41 Special Use Permits, the approval of a drive-through facility shall be based on
42 the following criteria:

43
44 a. maximization of pedestrian and bicycle safety and convenience;
45

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- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and
- i. meeting any additional design criteria established in the Land Development Code.

Policy 10.4.5 Unless otherwise prohibited or regulated by a special area plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities not meeting the provisions of Policy 10.4.6 shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria in the Land Development Code and review criteria shown in Policy 10.4.4. In addition, drive-through facilities not developed under the provisions of Policy 10.4.6 or 10.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85% or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 feet distance requirement shall not apply if any of the following criteria are met:

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1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities;
 2. Cross access is provided with an adjoining property;
 3. A public or private road intervenes between the two sites; or
 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. Criteria that must be met for any of the zones shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

Policy 10.4.6 Unless otherwise prohibited or regulated by a special area plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments that are regulated by a unified development plan, consist of three or more acres, have a minimum of 25,000 square feet of gross floor area, provide centralized motorized vehicle access, and include a mix of at least three uses that may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments that meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle, and transit features that facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting of design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

Policy 10.4.7 New development of a drive-through facility may be permitted, by Special Use Permit, when it will be part of a single mixed-use building that is at least 25,000 square feet and that has more than one business or use at the site. Only one drive-through use at such site shall be allowed. In addition to the review criteria in the Land Development Code for Special Use Permits and the review criteria in Policy 10.4.4, the approval of the Special Use Permit shall be based

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1 on the inclusion of pedestrian, bicycle, and transit features that facilitate and
2 encourage convenience, safety, and non-motorized use of the site; design of
3 safe internal pedestrian access as related to the position of the drive-through
4 lane(s); and meeting of design criteria established in the Land Development
5 Code. Drive-through facilities meeting the criteria shown in this policy shall
6 also receive an internal capture trip credit and credit for pass-by trips.
7

8 Policy 10.4.8 On the road segment of NW 13th Street from University Avenue to NW 29th
9 Road, drive-through facilities shall only be located within shopping centers,
10 mixed-use centers, or mixed-use buildings, as defined in this Element. Drive-
11 through facilities on this road segment shall meet the requirements of Policies
12 10.4.6 and 10.4.7.
13

14 Policy 10.4.9 Within the TMPA, retail petroleum sales at service stations and/or car washes,
15 either separately or in combination with the sale of food or eating places, shall
16 be required to obtain a Special Use Permit. In addition to the review criteria in
17 the Land Development Code for Special Use Permits, the following review
18 standards shall apply:
19

20 a. Site design shall enhance pedestrian/bicycle access to any retail and/or
21 restaurant facilities on site. Sidewalk connections or marked pedestrian
22 crosswalks shall be shown on the site plan.
23

24 b. The number and width of driveways shall be minimized.
25

26 c. Except where more stringently regulated by a special area plan or
27 overlay district, the maximum number of fueling positions shall be set
28 as follows:
29

30 1. No limitation on fueling positions in the Industrial zoning
31 categories;
32

33 2. Six fueling positions in the Mixed-Use Low land use category or
34 Mixed-Use 1 zoning district;
35

36 3. Until adoption in the Land Development Code of specific
37 architectural and design standards, six fueling positions in all other
38 zoning categories where gasoline service stations (retail petroleum
39 sales) or food stores with accessory gasoline and alternative fuel
40 pumps are allowed. In the interim period before the adoption of
41 architectural and design standards, additional fueling positions, up
42 to a maximum of twelve, may be allowed as part of a Planned
43 Development rezoning or Special Use Permit process, with the
44 final approval of the City Commission, based on meeting all of the
45 following conditions:

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- a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;
- b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;
- c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;
- d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, facade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points;
- e. Cross-access or joint driveway usage is provided to other adjacent developments; and
- f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:
 - 1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;
 - 2. A minimum of 30% window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent;

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3. A pedestrian entry is provided from the public sidewalk on the property frontage or near a building corner when the building is on a corner lot;

4. Off-street parking shall be located to the side or rear of the building; and

5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.

4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 10.4.10 Within the TMPA, development plans for the placement of new parking garages as a principal or accessory use shall address:

a. minimizing conflict with pedestrian and bicycle travel routes;

b. providing parking for residents, employees, and/or customers to reduce the need for on-site surface parking;

c. being located and designed to discourage vehicle access through residential streets; and

d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment that supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.

Policy 10.5.1 The City shall use the November 1998 Gateway Corridor Design Concept Plan as a guideline for all City landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

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1
2 Policy 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy
3 10.5.1.

4
5 Policy 10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be
6 within Zone A of the TMPA. First priority shall be given to major arterials
7 within Zone A. Funding for the installation of landscape projects within Zone
8 A shall be from the City, Community Redevelopment Agency, state and
9 federal government, and/or grants, as an incentive for development within the
10 area. Maintenance responsibility shall be provided by the City, Community
11 Redevelopment Agency, or grant funds.

12
13 Policy 10.5.4 The City shall include right-of-way and median landscaping as part of any
14 major roadway modification program.

15
16 Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M
17 shall plant trees selected from the Tree List in the City's Land Development
18 Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in
19 trunk caliper, or the equivalent winter-dug and hardened-off balled and
20 burlapped trees. If 65-gallon or equivalent trees are not available, the number
21 of required shade trees may be appropriately increased with the approval of
22 the City Arborist or designee. Within Zone B, these requirements shall only
23 apply along roadways as listed in the annual Level of Service Report produced
24 by the North Central Florida Regional Planning Council. Within Zones C, D,
25 E, and M, these requirements shall apply to all public and private streets.
26 Trees shall be planted on private property within buffer areas or on right-of-
27 way, if approved by the City. Landscaping installations on right-of-way shall
28 comply with the City of Gainesville Engineering Design & Construction
29 Manual. Land Development Code regulations shall specify the type, size, and
30 other tree landscaping standards for the TMPA. All new development within
31 Zones B, C, D, E, and M shall also install an automated irrigation system to
32 preserve new landscaping.

33
34 Redevelopment sites shall be required to plant 50% of the number of street
35 trees otherwise required by the City's Land Development Code.
36 Redevelopment sites where 40% or more of the developed area (as defined in
37 the Land Development Code) is being altered shall also meet the automated
38 irrigation system requirement.

39
40 Developments meeting the criteria for Rapid Review pursuant to the Land
41 Development Code and developments within landscape exempt areas, special
42 area plans with pedestrian-oriented build-to line provisions, and the approach
43 and clear zone areas as specified on the Gainesville Regional Airport Master
44 Plan shall be exempt from these requirements.

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1
2 **Objective 10.6 The City shall adopt the following policies to regulate parking within**
3 **the TMPA.**

4
5 Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be
6 prohibited within the TMPA.

7
8 Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, based on
9 criteria in the Land Development Code.

10
11
12 **Objective 10.7 The City shall coordinate with the Metropolitan Transportation**
13 **Planning Organization (MTPO) to balance the need for and design of**
14 **roadway modifications with the City's needs for urban redevelopment,**
15 **infill, and quality urban design.**

16
17 Policy 10.7.1 In cooperation with the MTPO, the City shall encourage consideration of
18 features to improve multi-modal transportation in all designs of new roadways
19 and redesigns of existing roadways, as appropriate. These considerations shall
20 include construction of bus turn-out facilities, bicycle lanes, sidewalks,
21 enhanced pedestrian crosswalks, pedestrian scale lighting, landscaped medians
22 and right-of-ways, and traffic calming mechanisms.

23
24 Policy 10.7.2 As part of the ongoing coordination with the MTPO and the Florida
25 Department of Transportation, the City shall designate corridors where road
26 widening is not feasible or desirable. These roadway corridors shall then be
27 designated as "Policy Constrained" or "Physically Constrained" facilities
28 where alternatives to road widening are the primary strategy for roadway
29 congestion.

30
31 **Objective 10.8 The City shall coordinate with Alachua County on an ongoing basis**
32 **concerning the TMPA.**

33
34 Policy 10.8.1 Alachua County staff shall be provided the development plans and associated
35 traffic studies for any development within the TMPA that will generate more
36 than 1,000 net, new average daily trips or any development that will generate
37 more than 100 net, new average daily trips within 1/4 mile of an Alachua
38 County-maintained road or the unincorporated area. Alachua County staff
39 shall have the opportunity to comment on the proposed development and its
40 impacts on Alachua County-maintained roads or state-maintained roads and
41 any criteria proposed/required pursuant to Policies 10.1.6, 10.1.7, 10.1.9,
42 10.1.11, and 10.1.13. Alachua County staff may raise the trip threshold for
43 review of plans at any time by informing the City of such change in writing.
44 The City shall require large developments that meet the DRI threshold to
45 address regional impacts on facilities.

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Policy 10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts to Alachua County-maintained roads of approved development within the TMPA and share the information with Alachua County.

Objective 10.9 The City shall coordinate with the Florida Department of Transportation (FDOT) on an ongoing basis concerning the TMPA.

Policy 10.9.1 For any development that will access state roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on state roads.

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1 ~~Transportation Mobility Element Map Series~~

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- ~~Functional Classification of Streets~~
- ~~Limited and Controlled Access Facilities~~
- ~~Major Parking Facilities~~
- ~~Parking Garages~~
- ~~Transit Routes (Walking Service Area)~~
- ~~Transit Routes (Bicycle Service Area)~~
- ~~Existing & Potential Transit Hubs, Terminals, Transfer Stations~~
- ~~Transportation Concurrency Exception Area~~
- ~~Gainesville Trail Network~~
- ~~Bicycle Facility Types~~
- ~~Rail & Airport Facilities~~
- ~~Airport Clear Zones and Obstructions~~
- ~~Maintenance Responsibility~~
- ~~Number of Lanes~~
- ~~Major Trip Generators & Attractors~~
- ~~Existing Street LOS, 6/00~~
- ~~Natural Disaster Emergency Evacuation Routes~~

NOTE TO CODIFIER: All of the maps currently in the Transportation Mobility Map Series are deleted. In their place, the following maps are added as the Transportation Mobility Map Series:

**EXCERPTS FROM THE
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**



proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

e. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

Enhance Road Network Connectivity by

- Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

- Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

- Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

- Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;

- Encouraging the creation of paths that provide shortcuts for walking and cycling where dead-end streets exist, mid-block bike paths and pedestrian shortcuts, and limiting the maximum spacing between pedestrian/bicycle connections as well as; or

- Limiting or discouraging gated communities and other restricted-access roads.

- Provide Parallel Local Routes and Other Alternative Local Routes to the Regional Road Network.

- Planning and mapping parallel roadway and cross street networks to provide a clear framework for implementing alternative routes to the Regional Road Network;

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



Adding segments of the parallel roadway and cross street networks to the capital improvements program;

Encouraging developer participation in implementing the system through fair share agreements as a condition of development approval for Regional Road Network concurrency mitigation; or

Encouraging the establishment of a long-term concurrency management system plan for accomplishing the parallel local routes and interparcel cross-access in selected areas.

Promote Access Management Strategies by

Requiring large commercial developments to provide and/or extend existing nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on the Regional Road Network;

Requiring shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system;

Properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not received the maximum potential number of access points for that frontage indicated under minimum access spacing standards;

Existing lots unable to meet the access spacing standards for the Regional Road Network must obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;

Establishing minimum access spacing standards for locally maintained thoroughfares and use these to also guide corner clearance;

Maintaining adequate corner clearance at crossroad intersections with the Regional Road Network;

Encouraging sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Encouraging cross-access connections easements and joint driveways, where available and economically feasible;

Encouraging closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site;

Encouraging safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site;



Encouraging intersection and/or signalization modifications to improve roadway operation and safety;

Encouraging the addition of dedicated turn lanes into and out of development;

Encouraging the construction of public sidewalks along all street frontages, where they do not currently exist;

Encouraging the widening of existing public sidewalks to increase pedestrian mobility and safety;

Encouraging the deeding of land for the addition and construction of bicycle lanes;

Encouraging the provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from inclement weather to encourage walking;

Encouraging the construction of new road facilities which provide alternate routes to reduce congestion; or

Encouraging the addition of lanes on existing road facilities, especially where it can be demonstrated that the road will lessen impacts to the Regional Road Network.

Develop Multimodal Transportation Systems by

Encouraging development at densities within urban areas which support public transit;

Providing one or more park-and-ride lots to encourage carpooling and ridesharing, and the use of public transit among inter-city commuters;

Providing a system of sidewalks and/or bike paths connecting residential areas to schools, shopping, and recreation facilities;

Establishing an interlocal agreement with an existing public mass transit system provider to provide regular daily inter-city transit service for inter-city commuters; or

Establishing a local public mass transit system.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

September 26, 2013

Advent Christian Village Development of Regional Impact Local Government Development Order Amendment

INTRODUCTION

The Council received a notice of a proposed amendment to the Advent Christian Village Development of Regional Impact local government development order on September 17, 2013. The proposed amendment modifies condition number 39 of the development order as follows, "Any floodplain storage will be mitigated (1:1) by compensatory excavation within the ~~same basin~~ project site." No other changes are proposed (see attached).

Subsection 380.06(19)(e)2, Florida Statutes, states that certain types of changes to a local government development order for a development of regional impact are not substantial deviations and do not require a Notice of Proposed Change provided the state land planning agency, in consultation with the regional planning council, agrees in writing that the change is similar in nature, impact or character to sub-paragraphs a-k (see below) and does not create a likelihood of any additional regional impact.

- a. Changes in the name of the project, developer, owner, or monitoring official.
- b. Changes to a setback which do not affect noise buffers, environmental protection or mitigation areas, or archaeological or historical resources.
- c. Changes to minimum lot sizes.
- d. Changes in the configuration of internal roads which do not affect external access points.
- e. Changes to the building design or orientation which stay approximately within the approved area designated for such building and parking lot, and which do not affect historical buildings designated as significant by the Division of Historical Resources of the Department of State.
- f. Changes to increase the acreage in the development, if no development is proposed on the acreage to be added.
- g. Changes to eliminate an approved land use, if there are no additional regional impacts.
- h. Changes required to conform to permits approved by any federal, state, or regional permitting agency, if these changes do not create additional regional impacts.
- i. Any renovation or redevelopment of development within a previously approved development of regional impact which does not change land use or increase density or intensity of use.

- j. Changes that modify boundaries and configuration of areas described in subparagraph (b)11. due to science-based refinement of such areas by survey, by habitat evaluation, by other recognized assessment methodology, or by an environmental assessment. In order for changes to qualify under this sub-subparagraph, the survey, habitat evaluation, or assessment must occur before the time that a conservation easement protecting such lands is recorded and must not result in any net decrease in the total acreage of the lands specifically set aside for permanent preservation in the final development order.
- k. Changes that do not increase the number of external peak hour trips and do not reduce open space and conserved areas within the project except as otherwise permitted by sub-subparagraph j.

EVALUATION

The proposed local government development order amendment is similar in nature to items enumerated in a. through j. above and is not anticipated to result in additional regional impacts.

RECOMMENDATION

It is recommended that this finding be forwarded to the Florida Department of Economic Opportunity, the County and Advent Christian Village.

September 17, 2013

From: James Schenck
Advent Christian Village
P.O. Box 4329
Dowling Park, FL 32064

To: Ms. Anastasia Richmond
Regional Plan Administrator
Department of Economic Opportunity
Division Community Development
107 E Madison Street
Caldwell Building, MSC 160
Tallahassee, Florida 32399

To: Mr. Steve Dopp
North Florida Regional Planning Council
2009 N.W. 67 Place
Gainesville, FL 32606

Re: Advent Christian Village Development of Regional Impact
Request for Change to Development Order

Dear Steve:

I am writing regarding a proposed change to our current development order language. In the current DO it limits the location of balancing cut and fill mitigation to occur within the same drainage basin. Our current plans aimed at correcting the elevation of apartments along Dowling Park Drive will require the use of fill from other basins located within the project. I have discussed this issue with the Suwannee River Water Management District, and they have determined that the proposed mitigation site would comply with their current rules.

In conversation with the Water Management District our initial information indicates that there is no corresponding district rules that would require the excavation to be from within the same individual basin, within the project area covered by the DO. Conceptually our proposed fill and excavation sites would comply with district rules. We have applied for and received a permit for a borrow location designated for this specific improvement; the permit is attached, as evidence of the Districts knowledge of our request. In any case all work would be required to meet the current rules for the district and we have structured the development such that each element within the development is permitted separately by the district.

Obviously execution of the work would be subject to the approval of our requested change to the Development Order.

In our current development order item 39 requires "Any reduction in floodplain storage will be mitigated (1:1) by compensatory excavation **within the same basin.**"

The Advent Christian Village is proposing the following change to the Development Order:
Item 39: Any reduction in floodplain storage will be mitigated (1:1) by compensatory excavation within the same basin.

Change the phrase "within the same basin" to read "within the project site".
In this instance "Project Site" referring to the entire development.

The new language would read as follows:
Item 39: Any reduction in floodplain storage will be mitigated (1:1) by compensatory excavation within the project site.

I have attached a copy of the original Development Order language with the proposed language redlined for information.

I have discussed this issue with the Regional Planning Council and we have agreed as to the processes to follow in this request. It is the Village's position that this request does not constitute a substantial deviation and as such we are seeking approval by the County without public hearing on the matter.

The requested language change will not alter the density, total number of units or square footage, currently permitted under the DRI. Under, Chapter 380.06 Section (19) Substantial Deviations, Subsection (e) (2). "The following changes, individually or cumulatively with any previous changes, are not substantial deviations." Paragraph I includes any other changes that are agreed upon by the State Land Planning Agency and the Regional Planning Council, as being similar in nature, impact, or character to the enumerated changes in this section and does not create additional regional impacts -

l. Any other change which the state land planning agency, in consultation with the regional planning council, agrees in writing is similar in nature, impact, or character to the changes enumerated in sub-subparagraphs a.-j. and which does not create the likelihood of any additional regional impact.

This subsection does not require the filing of a notice of proposed change but shall require an application to the local government to amend the development order in accordance with the local government's procedures for amendment of a development order. In accordance with the local government's procedures, including requirements for notice to the applicant and the public, the local government shall either deny the application for amendment or adopt an amendment to the development order which approves the application with or without conditions. Following adoption, the local government shall render to the state land planning agency the amendment to the development order. The state land planning agency may appeal, pursuant to s. 380.07(3), the amendment to the development order if the amendment involves sub-subparagraph g., sub-subparagraph h., sub-subparagraph j., or sub-subparagraph k., and it believes the change creates a reasonable likelihood of new or additional regional impacts.

In as much as this proposed change will not alter the impacts of the development in any significant sense and are in compliance with Suwannee River Water Management District rules, we are respectfully requesting a determination under this statute that our proposed change is not a Substantial Deviation and that our request can be considered by the Suwannee County under Chapter 380.06 Section (19) Substantial Deviations, Subsection (e) (2) I.

It is my understanding that for the County to consider our request a favorable determination by the Regional Planning Council and the State Land Planning Agency, and issuance of a letter confirming the proposed change to the DRI would not constitute a substantial deviation, is required. Subsequently Suwannee County in accordance with paragraph I, would then review and either adopt or deny our request for a change to the Development Order. I have included a copy of a proposed resolution for consideration by Suwannee County for your information.

There have been two previous amendments to the Development order that have been approved. The first was approved in August of 1999. This change altered the land use and mix of residential and commercial areas resulting in a net reduction of both categories and was determined not to be a substantial deviation. The second was adopted in November of 2012 and extended the Development Order November 15th, 2018, and altered the reporting requirement to biennial reporting. Again these amendments were deemed not to be substantial deviations. I have included copies of the original development order, adopting resolution and the two subsequent amendments for your information.

I appreciate your considering this matter and look forward to your determination regarding our request. Should you have any questions or require additional information please feel free to contact me at (386)-658-5319 or by email jschenck@acvillage.net.

Sincerely,

James Schenck

Proposed Dev. Order Language

- Contractors shall utilize the best operating practices in conjunction with any burning resulting from land clearing, which may include the use of air curtain incinerators.
30. The Applicant will construct the road and intersection improvements identified as commitments in the transportation section of this report.
 31. The Applicant will set aside approximately 33 acres as on-site mitigation of future development impacts on the gopher tortoise.
 32. All on-site wetlands will be retained in their natural states.
 33. No new development activity will occur within 100 feet of the recognized bank of the Suwannee River in accordance with the conservation zones established on Map H. Master Development Plan.
 34. The Applicant will maintain a 200-foot conservation zone between the proposed golf course and the Suwannee River.
 35. The Applicant will submit a proposal for a water quality monitoring program which includes the monitoring of both surface and subsurface water within 45 days of approval of the development order.
 36. The Applicant will take steps, especially during the construction process, to protect against soil erosion through sound grading and re-vegetation practices.
 37. The drainage system will be designed to direct runoff through broad, vegetated, shallow drainage swales and channels.
 38. The effects of wind erosion will be minimized by maintaining vegetated buffers and tree canopies, and working on small areas at a time.
 39. Any reduction on flood plain storage will be mitigated (1:1) by compensatory excavation within the same basin within the project site.
 40. Phase II will cause no increase in storm water Peak Flow leaving the site over that of existing (Phase I) conditions.
 41. The Applicant will preserve all archaeologically significant sites located on the project until they can be properly excavated.

STAFF-LEVEL ITEMS



#75

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 9-9-13

PROJECT DESCRIPTION

#75 - Pecan Tree Holdings, LLC - USDA Rural Development Loan Application - High Springs, Alachua County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

XC: Brunilda Robles, Loan Specialist, Business Programs
Rural Development
U.S. Department of Agriculture
4440 NW 25th Place
Gainesville, FL 32606

Reid Jaeger, Credit Analyst
Aileron Capital Management
5510 West La Salle Street, 3rd Floor
Tampa, FL 33607

COMMENTS ATTACHED

NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

Application for Federal Assistance SF-424 Version 02

| | | |
|---|---|--|
| *1. Type of Submission <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application | *2. Type of Application <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision | *If Revision, select appropriate letter(s): <input type="checkbox"/> * Other (Specify) |
|---|---|--|

| | |
|--------------------|----------------------------|
| *3. Date Received: | 4. Application Identifier: |
|--------------------|----------------------------|

| | |
|--------------------------------|--------------------------------|
| 5a. Federal Entity Identifier: | *5b. Federal Award Identifier: |
|--------------------------------|--------------------------------|

State Use Only:

| | |
|----------------------------|----------------------------------|
| 6. Date Received by State: | 7. State Application Identifier: |
|----------------------------|----------------------------------|

8. APPLICANT INFORMATION:

* a. Legal Name: Pecan Tree Holdings, LLC

| | |
|---|--------------------------|
| * b. Employer/Taxpayer Identification Number (EIN/TIN): 80-0651226 | *c. Organizational DUNS: |
|---|--------------------------|

d. Address:

*Street1: 201 Northeast 1st Avenue
 Street 2:
 *City: High Springs
 County:
 *State: Florida
 Province:
 Country: USA *Zip/ Postal Code: 32643

e. Organizational Unit:

| | |
|------------------|----------------|
| Department Name: | Division Name: |
|------------------|----------------|

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: First Name: Reid
 Middle Name:
 *Last Name: Jaeger
 Suffix:

Title: Credit Analyst - Aileron Capital Management

Organizational Affiliation:
 Aileron Capital Management - we are the licensed USDA lender applying for this loan on behalf of Pecan Tree Holdings, LLC

| | |
|--|-------------|
| *Telephone Number: (813) 341-3564 x123 | Fax Number: |
| *Email: rjaeger@aileroncap.com | |

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type: **Q. For-Profit Organization (Other than Small Business)**

Type of Applicant 2: Select Applicant Type:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

*Other (specify):

*10. Name of Federal Agency:

USDA

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*12. Funding Opportunity Number:

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

High Springs, Florida

*15. Descriptive Title of Applicant's Project:

Assisted Living Facility Renovation

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of: FL-006

*a. Applicant Pecan Tree Holdings, LLC

*b. Program/Project: USDA - B&I

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project: Assisted Living Facility Renovation

*a. Start Date: 8-1-13

*b. End Date: 2-1-14

18. Estimated Funding (\$):

*a. Federal \$3,295,000.00

*b. Applicant

*c. State

*d. Local

*e. Other

*f. Program Income

*g. TOTAL \$3,295,000.00

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes
- No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

**I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: *First Name: Greg

Middle Name:

*Last Name: Morris

Suffix:

*Title: President

*Telephone Number: (904) 451-3700

Fax Number:

*Email: qdmconsulting@gmail.com

*Signature of Authorized Representative: 

Date Signed: 6/26/2013



Borrower and Lender Letter
Borrower: Pecan Tree Holdings, LLC
Lender: Aileron Capital Management, LLC

Borrower:

| | |
|--------------------|--|
| Borrower: | Pecan Tree Holdings, LLC |
| Organization Type: | Assisted Living Facility |
| Address: | 201 Northeast 1 st Avenue, High Springs, FL 32643 |
| Contact Person: | Greg Morris |
| Telephone Number: | (904) 451-3700 |

Loan Request:

| | |
|-----------------------|-------------|
| Loan Request: | \$3,230,000 |
| Percent of Guarantee: | 80% |
| Proposed Rate: | 6.25% |
| Proposed Term: | 30 years |

Lender:

| | |
|-------------------|--|
| Lender: | Aileron Capital Management, LLC |
| Address: | 5510 W. LaSalle Street, 3 rd Floor, Tampa, FL 33607 |
| Contact Person: | Reid Jaeger |
| Telephone Number: | (813) 341-3654 x123 |

Transaction Description:

Pecan Tree Holdings, LLC owns and operates a 48-bed assisted living facility located at 201 Northeast 1st Avenue, High Springs, FL 32643. The Property consists of two buildings situated on a 4.78 acre lot. The main 2-story building contains 23,840 square feet and includes a total of 31 rooms, and the second building is a garage and storage building. The Borrower will renovate the Property at an estimated cost of \$1,200M, which is part of the Financing. The proposed renovations will include a significant property improvement and upgrades as well as the addition of a memory care facility to house an additional 32 beds, and is expected to take 90 - 120 days to complete. Once the renovations are completed, Mr. Morris plans to use the main building as an assisted living and memory care facility with a total of 80 beds.

Employment:

| | |
|--------------------|------|
| Jobs Created: | 0 |
| Jobs Saved: | 20 |
| Unemployment Rate: | 7.5% |

Borrower's Equity / Collateral:

| | |
|-----------------------|--|
| Borrower's Equity: | \$290,000 |
| Collateral: | 1st Mortgage – 201 Northeast 1 st Avenue, High Springs, FL 32643 |
| Property Description: | 2 buildings on a 4.78 acre lot. The main 2-story building contains 23,840 square feet and includes a total of 31 rooms, and the second building is a garage and storage building |
| Market Value: | |
| As-Is: | \$4,400,000 |
| As-Completed: | \$7,500,000 |
| Stabilized: | \$8,000,000 |



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 9-9-13

PROJECT DESCRIPTION

#77 - OBGTR, Inc - USDA Rural Development Rural Business Loan Application - Starke, Bradford County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

XC: Mark A. Scovera
Florida Black Business Support Corporation
2623 Blairstone Road
Tallahassee, FL 32301

David H. Knisely, President/Owner
OBGTR, Inc.
1229 Bessant Road
Starke, FL 32091

 COMMENTS ATTACHED

 X NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

OBGTR, INC.

SKSD

August 12, 2013

Mr. Scott R. Koons
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: Loan Application For USDA Funds

Dear Mr. Koons:

In connection with our application with the Florida Black Business Support Corporation (FBBSC) for a USDA Rural Business Loan, we are required to submit to you a detailed project description and request that you submit comments to:

Mark A. Scovera
Florida Black Business Support Corporation
2623 Blairstone Road
Tallahassee, FL 32301
Phone: 850.878.0775 | Fax: 850.270.1122
Mark.Scovera@AccessFloridaFinance.com

Obgtr, Inc. is requesting funds to enable our Business Consulting Firm the ability to deploy and engage government, private industry, and start-up businesses with best practice solutions. Our main product is to implement an Employee Purchase Program that will protect employees from predatory lending practices allowing them to obtain necessary lifestyle items through their employer's payroll deductions. Our funds will be utilized for the following to include; the expansion of the business, working capital for travel both state and nationally, business development, marketing, advertising, and future equipment purchases.

Please review the attached and submit your comments to the FBBSC. Please provide me a courtesy copy for my records. If you have any questions or need any additional information, please do not hesitate to contact me. Thank you very much for your time.

Very truly yours,

OBGTR, INC.



David H. Kniseley
President/Owner

Attachment: Form RD 1940-20

NORTH CENTRAL FLORIDA
RECEIVED
AUG 13 2013
REGIONAL PLANNING COUNCIL

1229 Bessent Road, Starke, Fl., 32091 Mobile 954.873.3457

REQUEST FOR ENVIRONMENTAL INFORMATION

| |
|-----------------|
| Name of Project |
| Location |

- Item 1a.** Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?
 Yes No Copy attached as EXHIBIT I-A.
- 1b.** If "No," provide the information requested in Instructions as EXHIBIT I.
- Item 2.** The State Historic Preservation Officer (SHOP) has been provided a detailed project description and has been requested to submit comments to the appropriate Rural Development Office. Yes No Date description submitted to SHPO 8.12.2013
- Item 3.** Are any of the following land uses or environmental resources either to be affected by the proposal or located within or adjacent to the project site(s)? (Check appropriate box for every item of the following checklist).

| | Yes | No | Unknown | | Yes | No | Unknown |
|---------------------------------|--------------------------|-------------------------------------|--------------------------|---|--------------------------|-------------------------------------|--------------------------|
| 1. Industrial | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 19. Dunes | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Commercial | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 20. Estuary | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Residential | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21. Wetlands | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Agricultural | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 22. Floodplain | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Grazing | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23. Wilderness | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Mining, Quarrying | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | (designated or proposed under the Wilderness Act) | | | |
| 7. Forests | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24. Wild or Scenic River | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. Recreational | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | (proposed or designated under the Wild and Scenic Rivers Act) | | | |
| 9. Transportation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25. Historical, Archeological Sites | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 10. Parks | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | (Listed on the National Register of Historic Places or which may be eligible for listing) | | | |
| 11. Hospital | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 26. Critical Habitats | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 12. Schools | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | (endangered /threatened species) | | | |
| 13. Open spaces | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 27. Wildlife | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 14. Aquifer Recharge Area | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28. Air Quality | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 15. Steep Slopes | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 29. Solid Waste Management | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 16. Wildlife Refuge | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 30. Energy Supplies | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 17. Shoreline | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 31. Natural Landmark | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 18. Beaches | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | (Listed on National Registry of Natural Landmarks) | | | |
| | | | | 32. Coastal Barrier Resources System | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Item 4. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities? Yes No

AUGUST 12, 2013
(Date)

Signed: David H. Kinsley
(Applicant)
PRESIDENT / OWNER
(Title)

EXHIBIT I
ENVIRONMENTAL INFORMATION
OBGTR, INC.

PURPOSE AND SCOPE:

This project, according to USDA RD Instruction 1940-G Guidelines, qualifies as a Class I Environmental Action for OBGTR, INC. (the "Business") [§1940.311(b)(3)], as the Business is a Consulting business confined to a single, small site that is not a source of substantial traffic generation and does not produce any of the prohibited wastes. Therefore, responses to all item numbers from the Instructions For Preparing Form 1940-20 are provided below as necessary for Class I actions.

(1) Primary Beneficiaries

The Business is located in the city limits of Starke, Fl. This location is accessible to the local, county, and state government facilities which are primary business prospects. Starke is centrally located in the state where travel to a major airport or the ability to get to an interstate highway makes it very convenient to reach large business throughout the state and nation.

(2) Area Description

The building, located at 1229 Bessent Road, is currently occupied by the Business is owned by a private individual and the Business is a tenant. The building is a Cement Block (30% stucco) structure originally built in 1963. The building is currently zoned R1-single family home.

(13) Public Reaction

No objections have been made to the proposed project. We reached out to the State Clearinghouse, the State Historic Preservation Officer and the North Central Regional Planning Council for their required comments. There has not been a public hearing regarding this matter. By virtue of the signature at the bottom of this document, we hereby certify that a hearing has not been held.

The Business is currently operating in the current location and there have been no objections.

(15) Mitigation Measures

There have been no environmental issues identified.

(16) Permits

There are no required permits of an environmental nature needed for project facilities and its primary beneficiaries.

(17) Other Federal Actions - none

David H. Kniseley

08-12-2013

Owner name

Date

President/Owner

Title

