

## Goals, Objectives & Policies



# Future Land Use Element

<b>GOAL</b>	<b>IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.</b>
<b>Objective 1.1</b>	<b>Adopt urban design principles that adhere to timeless (proven successful), traditional principles.</b>
Policy 1.1.1	To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.
Policy 1.1.2	To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
Policy 1.1.3	Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
Policy 1.1.4	The City and its neighborhoods, to the extent possible, shall have a center focus that combines commercial, civic, cultural, and recreational uses.
Policy 1.1.5	The City, to the extent possible, should contain an ample supply of squares, greens, and parks with frequent use encouraged through placement, definition and design.



- Policy 1.1.6      The City shall encourage community-serving facilities, such as government offices, farmers markets, and convention centers to be centrally located, instead of in dispersed, remote, peripheral locations. Public, community-serving facilities should be developed primarily in the City’s central core and, as appropriate, in neighborhood centers. Private, community-serving facilities should be discouraged from locating in peripheral locations.
- Objective 1.2      Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).**
- Policy 1.2.1      The City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.
- Policy 1.2.2      The City should use design standards in the Land Development Code to ensure that higher densities are livable.
- Policy 1.2.3      The City should encourage mixed-use development, where appropriate.
- Policy 1.2.4      The City should reduce or eliminate minimum parking requirements, where appropriate.
- Policy 1.2.5      The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- Policy 1.2.6      The City should encourage or require buildings to put “eyes on the street” , with front facade windows and doors.
- Policy 1.2.7      The City should strive, incrementally, and when the opportunity arises street by street to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods knitting neighborhoods together and not forming barriers between them. Dead ends and cul-de-sacs should be avoided or minimized. Multiple streets and sidewalks should connect into and out of a neighborhood.
- Policy 1.2.8      Gated residential developments shall be prohibited to keep all parts of the community accessible by all citizens, and to promote transportation choice.
- Policy 1.2.9      The City shall require, on long block faces (480 or more feet), the provision of intermediate connections in the pedestrian network. For example, direct walkway and bicycle routes to schools should be provided.



- Policy 1.2.10 The City should amend the Land Development Code to require that multiple-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.
- Policy 1.2.11 The City should allow home occupations in all residential areas provided they do not generate excessive traffic and parking. Home occupations should be regulated through the Land Development Code.
- Objective 1.3 Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.**
- Policy 1.3.1 When feasible, neighborhood centers should be designed to include a gridded, interconnected street network lined with street-facing buildings and buildings at least 2 stories in height.
- Policy 1.3.2 Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.
- Policy 1.3.3 Centers should, to the extent feasible, contain a range of mixed land use types preferably within a one-quarter mile area including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly, and medical uses. The uses should be compact and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.
- Policy 1.3.4 Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed-use districts to lower densities at the edges.
- Policy 1.3.5 Parking lots and garages should be subordinated and limited in size.
- Objective 1.4 Adopt land development regulations that promote mixed-use development.**
- Policy 1.4.1 Office complexes at least 10 acres in size shall, when feasible, include retail, service, and residences. Any retail or service uses should primarily or exclusively serve those employed within the complex.
- Policy 1.4.2 The City should require strategies such as traffic calming and transportation demand management to reduce traffic impacts experienced by residences in mixed-use areas.
- Policy 1.4.3 Mixed-use developments should emphasize transit design and compatible scale, especially when facing each other on a street.



- Policy 1.4.4 In mixed-use zoning districts, the City should prohibit or restrict land uses that discourage pedestrian activity and residential use, including car washes, motels (hotels are acceptable), storage facilities, auto dealerships, drive-throughs, warehouses, plasma centers, and street-level parking lots.
- Policy 1.4.5 When considering the acquisition and establishment of public facilities such as parks, libraries, and neighborhood centers, the City should, to the extent appropriate, select a location and/or design the facility in such a way that collocation of the facility with a public school is either achieved with an existing school, or can be retrofitted for such a collocation.
- Objective 1.5 Discourage the proliferation of urban sprawl.**
- Policy 1.5.1 The City shall continue robust code enforcement and law enforcement to discourage flight from the city due to excessive noise, excessive lighting, blight, illegal parking of cars, ill-kept properties, and illegal signage.
- Policy 1.5.2 The City should collaborate with the School Board of Alachua County to enhance schools within city limits, particularly to make the schools more accessible to students without a car.
- Policy 1.5.3 The City should create more well-defined squares and parks within walking distance of residences, offices and shops.
- Policy 1.5.4 The City should prioritize core areas to receive the first enhancements when the City has planned citywide public improvements such as sidewalks, street repaving, undergrounding utilities, street lights, and public parks.
- Policy 1.5.5 The City recognizes Alachua County's use of the Urban Cluster, as adopted on their Future Land Use Map, as an urban growth boundary.
- Policy 1.5.6 The City certifies that the entire area within current city limits meets the definition in Chapter 163, F.S., of an urban service area, as supported by the Data and Analysis Report.
- Policy 1.5.7 The Future Land Use Map should designate appropriate areas for multi-family residential development in close proximity to neighborhood centers and important transit routes. When appropriate and in a way not detrimental to single-family neighborhoods, the City should encourage the establishment of residential, retail, office, and civic uses within 1/4 mile of the center of neighborhood centers as an effective way to reduce car trips and promote transit, walking, and bicycling.
- GOAL 2 REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE,**



## **TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.**

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

**Policy 2.1.1**      The City shall develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.

- a.      The City should consider the unique function and image of the area through design standards and design review procedures as appropriate for each redevelopment area;
- b.      The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;
- c.      The City should identify potential infill and redevelopment n inventory of these sites; identify characteristics of each parcel, including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;
- d.      The City should encourage retail and office development to be placed close to the streetside sidewalk.

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

**Policy 2.1.3**      The City should concentrate CDBG, HOME, and SHIP funding efforts primarily in a limited number of neighborhoods annually.

**Policy 2.1.4**      The City shall strive to implement certain land use-related elements of Plan East Gainesville, including but not limited to:

- a.      Establishing a three-tiered land use transect for east Gainesville to transition land development regulations from urban to suburban to rural; and



- b. Coordinating with Alachua County in its strategy to develop the Alachua County fairgrounds as a mixed-use employment center.

- Objective 2.2**     **The City shall collaborate with community partners such as the University of Florida, Santa Fe College, the Gainesville Area Chamber of Commerce, Alachua County, and the School Board of Alachua County to develop the Innovation Economy within the nonresidential areas of the Gainesville Innovation Zone ( The Innovation Zone Map is part of the Future Land Use Map Series). For purposes of this objective, Innovation Economy means those technology firms and/or entities that bring a new process or technique to the production process and that are often, but not exclusively, related in some manner to University of Florida-driven research, and are generally represented by sectors such as Agritechology, Aviation and Aerospace, Information Technology, Life Sciences and Medical Technology.**
- Policy 2.2.1     The City shall use the City's Strategic/Action Plan for Economic Development and shall collaborate with its community partners on the Economic Development University Community Committee (EDUCC) to encourage development of the Gainesville Innovation Zone.
- Policy 2.2.2     The City shall review the Comprehensive Plan and the Land Development Code on a bi-annual basis with respect to the appropriate development of the Gainesville Innovation Zone. Should such review conclude that any amendments to the Comprehensive Plan or Land Development Code pertaining to the Gainesville Innovation Zone are needed; the City shall draft such amendments and present them to the City Plan Board.
- Policy 2.2.3     The City shall work to ensure that adequate public infrastructure is in place for development of the Gainesville Innovation Zone.
- Policy 2.2.4     The City shall work to ensure that pertinent local, state, and federal incentive programs are made available to those seeking Innovation Economy development opportunities.
- Policy 2.2.5     The City shall work to ensure that negative impacts resulting from Innovation Economy development within the Gainesville Innovation Zone are minimized, particularly with respect to adjacent residential areas.
- Objective 2.3**     **The City shall collaborate with the Community Redevelopment Agency (CRA) to designate Community Redevelopment Areas that encourage reinvestment in the form of capital projects, infill redevelopment, and economic development programs designed to eradicate slum and blight and enhance urban form.**



- Policy 2.3.1 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Downtown Community Redevelopment Area.
- Policy 2.3.2 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Eastside Community Redevelopment Area.
- Policy 2.3.3 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the Fifth Avenue/Pleasant Street Community Redevelopment Area.
- Policy 2.3.4 The City shall assist with the implementation, as appropriate, of the Community Redevelopment Plan for the College Park/University Heights Community Redevelopment Area.

**GOAL 3** **ACHIEVE THE HIGHEST LONG-TERM QUALITY OF LIFE FOR ALL GAINESVILLE RESIDENTS CONSISTENT WITH SOUND SOCIAL, ECONOMIC, AND ENVIRONMENTAL PRINCIPLES THROUGH LAND DEVELOPMENT PRACTICES THAT MINIMIZE DETRIMENTAL IMPACTS TO THE LAND, NATURAL RESOURCES, AND URBAN INFRASTRUCTURE.**

**Objective 3.1** **The City shall protect environmentally sensitive land, conserve natural resources, and maintain open spaces identified in the Future Land Use Map Series through the Development Review Process and land acquisition programs.**

- Policy 3.1.1 Standards and guidelines established in Conservation, Open Space, and Groundwater Recharge Element Objective 1.1 and its Policies shall be used to protect identified environmentally sensitive resources.
- Policy 3.1.2 The City shall regulate development in Floridan aquifer high recharge areas with requirements that, at a minimum, meet the standards and guidelines of the St. Johns River or Suwannee River Water Management Districts, as applicable, and Policies 2.3.6 and 2.3.7 of the Conservation, Open Space and Groundwater Recharge Element.
- Policy 3.1.3 The City shall coordinate with the Florida Department of Environmental Protection and other agencies with regulatory authority over hazardous materials management in the review of any development proposal involving the use or generation of hazardous materials.



- Policy 3.1.4 The City shall protect floodplain and flood channel areas consistent with Policy 2.4.9 of the Conservation, Open Space & Groundwater Recharge Element.
- Policy 3.1.5 Floodplains and flood channels shall be delineated by the most recent Flood Insurance Rate Map (FIRM) of the Federal Emergency Management Agency (FEMA) or a localized study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department.
- Objective 3.2 The City shall protect historic architectural and archaeological resources.**
- Policy 3.2.1 All development and redevelopment within designated Historic Preservation/Conservation Overlays shall be consistent with the goals, objectives, and policies of the Historic Preservation Element. The Historic Preservation/Conservation Overlays are mapped in the Future Land Use Map Series and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.
- Policy 3.2.2 The City shall identify, designate, and protect historical resources through land development regulations consistent with the Historic Preservation Element.
- Policy 3.2.3 The City shall include in its geographic information system the location of archaeological and historic sites that are on file with the Florida Master Site File Office.
- Policy 3.2.4 The City shall include protection of archaeological resources in its land development regulations.
- Objective 3.3 Provide adequate land for utility facilities.**
- Policy 3.3.1 The City shall coordinate with public and private utilities to ensure that adequate land is available for utility facilities.
- Policy 3.3.2 The development review process shall include a review of the availability of on-site and off-site utilities and the availability of adequate land to site the utility facilities needed to serve new development.
- Objective 3.4 The City shall ensure that services and facilities needed to meet and maintain the Level of Service (LOS) standards adopted in this Plan are provided.**
- Policy 3.4.1 The City shall determine and monitor whether facilities and services that will serve proposed development meet adopted LOS standards. The Concurrency Management System shall be used to maintain adopted LOS standards.





Transportation Mobility LOS is excluded from the Concurrency Management System.

- Policy 3.4.2 A concurrency analysis shall be conducted prior to the approval of any application for a development order or permit, and no final development order or permit shall be issued unless: 1) existing facilities and services meet the City's adopted LOS standards as included in the Concurrency Management System, or 2) the final development order or permit is conditioned on such facilities and services being available at the time the impact of the development will occur. Concurrency requirements shall be met consistent with Objective 1.2 and associated policies in the Capital Improvements Element.
- Policy 3.4.3 The City shall use the 5-Year Schedule of Capital Improvements to ensure the availability of adequate public facilities and services.
- Policy 3.4.4 Notwithstanding the state law exemption from the state development-of-regional-impact (DRI) review process for dense urban land areas as provided in Section 380.06, F.S., large developments that trip the DRI threshold shall be required to address their regional impacts, consistent with the City's coordination policies in the Intergovernmental Coordination Element.
- Policy 3.4.5 The City's Comprehensive Plan contained a Concurrency Management Element and Transportation Concurrency Exception Area (TCEA) that was first adopted in 1999. The City relied upon the provisions of the Concurrency Management Element and TCEA for the issuance of final development orders that include Planned Development ordinances that are still valid. The City recognizes that it is important, for both the development community and the City, to provide for a transition from the TCEA and Concurrency Management Element to a new Transportation Mobility Program (as adopted in the Transportation Mobility Element). Therefore, notwithstanding the repeal of the Concurrency Management Element and TCEA in 2013 as part of the Evaluation and Appraisal update of the Comprehensive Plan, the City recognizes that agreements and conditions related to the Concurrency Management Element and the TCEA shall remain valid for those active final development orders approved while the Concurrency Management Element was in effect. Copies of the last adopted version of the Concurrency Management Element shall remain on file with the City's Planning and Development Services Department for the limited purpose of administering those active final development orders as though the program were still in full effect. Amendments to final development orders previously approved under the Concurrency Management Element provisions shall be subject to the transportation mobility requirements in effect at the time of application if the amendment alters the development's trip generation calculations. Developers may choose to opt into the new Transportation Mobility Program subject to



meeting requirements for any new transportation studies necessary to evaluate the development.

**Objective 3.5      Ensure that the future plans of State government, the School Board of Alachua County, the University of Florida, and other applicable entities are consistent with this Comprehensive Plan to the extent permitted by law.**

Policy 3.5.1      The City shall coordinate with governmental entities to ensure that the placement of public facilities promotes compact development and is consistent with the adopted LOS standards.

Policy 3.5.2      The review of development plans of government entities shall be consistent with the policies of the Intergovernmental Coordination Element of this Comprehensive Plan.

Policy 3.5.3      The City shall encourage the location of schools proximate to urban residential areas consistent with Policy 3.1.1 of the Public Schools Facilities Element.

Policy 3.5.4      The City shall designate compatible land uses within the vicinity of the Gainesville Regional Airport consistent with Chapter 333, F.S., and Objective 9.2 of the Transportation Mobility Element.

Policy 3.5.5      The City shall coordinate with the University of Florida regarding the implementation of the University of Florida Campus Master Plan, as appropriate, to support future university growth while mitigating any impacts on public facilities and services such as roads, utilities, parks and recreation.

Policy 3.5.6      The City and the University of Florida shall monitor development both on and off campus and assess impacts on University and City resources, facilities and services. When it has been determined that proposed development within the designated context area would have an adverse impact on University and/or City facilities and resources, the City will participate and cooperate with University officials in the identification of appropriate strategies to mitigate the impacts.

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

Policy 3.6.1      The City's land development regulations shall require submission of soils and topographic information with any application for developments that require site plan approval or a septic tank permit. The review of development applications shall ensure that the proposed development adequately addresses the particular site conditions.



Policy 3.6.2      Wherever possible, the natural terrain, drainage, and vegetation of the city should be preserved with superior examples contained within parks or greenbelts.

Policy 3.6.3      To the extent feasible, all development shall minimize alteration of the existing natural topography.

**GOAL 4            THE FUTURE LAND USE ELEMENT SHALL FOSTER THE UNIQUE CHARACTER OF THE CITY BY DIRECTING GROWTH AND REDEVELOPMENT IN A MANNER THAT: USES NEIGHBORHOOD CENTERS TO PROVIDE GOODS AND SERVICES TO CITY RESIDENTS; PROTECTS NEIGHBORHOODS; DISTRIBUTES GROWTH AND ECONOMIC ACTIVITY THROUGHOUT THE CITY IN KEEPING WITH THE DIRECTION OF THIS ELEMENT; PRESERVES QUALITY OPEN SPACE; AND PRESERVES THE TREE CANOPY OF THE CITY. THE FUTURE LAND USE ELEMENT SHALL PROMOTE STATEWIDE GOALS FOR COMPACT DEVELOPMENT AND EFFICIENT USE OF INFRASTRUCTURE.**

**Objective 4.1    The City shall establish land use categories that allow sufficient acreage for residential, commercial, mixed-use, office, industrial, education, agricultural, recreation, conservation, public facility, and institutional uses at appropriate locations to meet the needs of the projected population and that allow flexibility for the City to consider unique, innovative, and carefully construed proposals that are in keeping with the surrounding character and environmental conditions of specific sites. Land use categories associated with transect zones are intended to encourage a more efficient and sustainable urban form by allowing a range of housing, employment, shopping and recreation choices and opportunities in a compact area of the City.**

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

**Single-Family (SF): up to 12 units per acre**

This land use category shall allow single-family detached dwellings at densities up to 12 dwelling units per acre. The Single-Family land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development. Land development regulations shall determine the performance measures and gradations of density. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations in conjunction with single-family dwellings under certain limitations.



### **Residential Low-Density (RL): up to 15 units per acre**

This land use category shall allow dwellings at densities up to 15 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. The Residential Low-Density land use category identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family development, particularly the conservation of existing traditional low density neighborhoods, single-family attached and zero-lot line development, and small-scale multi-family development. Land development regulations shall determine gradations of density, specific uses and performance measures. Land development regulations shall specify criteria for the siting of low-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations; accessory units in conjunction with single-family dwellings; and bed-and-breakfast establishments within certain limitations.

### **Residential Medium-Density (RM): 8-30 units per acre**

This land use category shall allow single-family and multi-family development at densities from 8 to 30 dwelling units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. The land shown as Residential Medium-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for single-family, and medium-intensity multi-family development. Land development regulations shall determine gradations of density and specific uses. Land development regulations shall specify criteria for the siting of appropriate medium-intensity residential facilities to accommodate special need populations and appropriate community-level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

### **Residential High-Density (RH): 8-100 units per acre**

This land use category shall allow single-family and multi-family development at densities from 8 to 100 dwelling units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. The land shown as Residential High-Density on the Future Land Use Map identifies those areas within the City that, due to topography, soil conditions, surrounding land uses and development patterns, are appropriate for high-intensity multi-family development, and secondary retail and office uses scaled to serve the immediate neighborhood. The intensity of secondary retail and office use cannot exceed 25 percent of the residential floor area.



Land development regulations shall determine gradations of density, specific uses, percentage of floor area and maximum floor area appropriate for secondary uses. Land development regulations shall specify the criteria for the siting of high-intensity residential facilities to accommodate special need populations and appropriate community level institutional facilities such as places of religious assembly, public and private schools other than institutions of higher learning, and libraries. Land development regulations shall allow home occupations within certain limitations.

#### **Mixed-Use Residential (MUR): up to 75 units per acre**

This land use category provides for a mixture of residential and office uses. Office uses that are complementary to and secondary to the residential character of the district are allowed as home occupations. Additional office uses may be allowed through a Special Use Permit process established in the Land Development Code. An essential component of the district is orientation of structures to the street and the pedestrian character of the area. Office uses located within this district should be scaled to surrounding neighborhoods and institutions. Land development regulations shall set the appropriate densities (up to 75 dwelling units per acre); the allowable uses; appropriate height (up to a maximum of 4 stories); design criteria; and landscaping requirements, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Land development regulations shall specify the criteria for the siting of public and private schools, places of religious assembly and community facilities within this category.

#### **Mixed-Use Office/Residential (MOR): up to 20 units per acre**

This land use category allows residential uses and, depending on the implementing zoning district, may allow office, professional, service, and ancillary uses either as stand-alone uses or combined in a mixed-use development format. Some non-office type uses, such as restaurants, may be allowed through a Special Use Permit process established in the Land Development Code. Structures in this category shall be oriented to the street and encourage multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 20 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Maximum building height shall be limited to 3 stories. Land development regulations shall establish the appropriate uses; design criteria; landscaping and pedestrian/vehicular access for this category. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

#### **Mixed-Use Low-Intensity (MUL): 8-30 units per acre**

This land use category allows a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Residential development shall be limited to 8 to 30 units per acre, with up to 50% density bonus available for



developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest front setbacks.

This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

### **Mixed-Use Medium-Intensity (MUM): 12-30 units per acre**

This land use category allows a mixture of residential, office, and business uses concentrated in mapped areas. When implemented by the Corporate Park zoning district, this category is appropriate for corporate office facilities and mixed-use office oriented development. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Public and private schools, institutions of higher learning, places of religious assembly and community facilities shall be appropriate in this category. Such development shall function as a neighborhood center serving multiple neighborhoods or a community-serving retail and/or office center. It is not expected that these areas shall be expanded significantly during this planning period. Land development regulations shall ensure a compact, pedestrian environment for these areas, and provide guidelines for the compatibility of permitted uses. Residential development shall be limited to 12 to 30 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required



development component for public and private schools, institutions of higher learning, places of religious assembly and community facilities. Buildings in this land use category shall face the street and have modest front setbacks.

### **Urban Mixed-Use (UMU): up to 60 units per acre**

This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

### **Urban Mixed-Use High Intensity (UMUH): 10-100 units per acre**

This land use category allows residential, office/research, retail, and service uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed as specially regulated by the Land Development Code. The Urban Mixed-Use High-Intensity category is distinguished from other mixed-use categories in that it is specifically established to support research and development in close proximity to the University of Florida main campus. An essential component of the category is orientation of structures to the street and the multi-modal character of the area. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 10 to 100 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Building height shall be limited to 6 stories and up to 8 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate zoning densities: the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

### **Urban Core (UC); up to 150 units per acre**



This land use category allows residential, office, and business uses concentrated in the urban core area. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed as specially regulated by the Land Development Code. Development in this category shall function as a center serving the urban area. Development within the urban core shall ensure the compact, pedestrian character of this area. Residential densities up to 150 units per acre shall be permitted, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Buildings in this category shall face the street and meet build-to lines established in the Land Development Code. Building height shall be limited to 12 stories, with up to 14 stories by a height bonus systems as established in the Land Development Code. Public and private schools, government offices, institutions of higher learning, places of religious assembly and community facilities are appropriate in this category.

### **Office (O)**

The Office land use category identifies areas appropriate for office, residential, professional and service uses, hospital and medical uses, and appropriate ancillary uses. Office designations shall be applied to compact office development. Residential uses in office districts shall be designed as new in-town development, mixed-use, live-work, compound use or shall accommodate existing residential development within the Office zoning district. Some non-office type uses such as restaurants may be allowed in this land use category by a Special Use Permit process established in the Land Development Code. Densities shall not exceed 20 units per acre, with up to 50% density bonus available for developments that meet or exceed affordable housing or tree preservation requirements as may be established in the Land Development Code. Land development regulations shall determine the appropriate scale of uses; and the specific criteria for the siting of private schools and churches. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less, that require buildings to face the street, and modest build-to lines, instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by Special Use Permit. For hospitals and large-scale medical office facilities that are located in a Medical Services zoning district, the height may be increased to 14 stories by Special Use Permit.

### **Commercial (C)**

The Commercial land use category identifies those areas most appropriate for large scale highway-oriented commercial uses. Land development regulations shall determine the appropriate scale of uses. This category is not appropriate for neighborhood centers. Intensity will be controlled by adopting height limits of 5 stories or less, requiring buildings to face the street, and modest build-to lines instead of a maximum floor area ratio; however, height may be increased to a maximum of 8 stories by Special Use Permit.

### **Business Industrial (BI)**

This land use category is appropriate for those areas near the Gainesville Regional Airport for office, business, commercial and industrial uses. This category is distinguished from other industrial and commercial categories in that it is designed specifically to allow only uses that are





that establish height limits consistent with the Airport Hazard Zoning Regulations. When not located within an airport zone of influence, as mapped in the Land Development Code, this category is also appropriate to designate areas for office, business, commercial and industrial uses, with a maximum height of 5 stories, and a maximum floor area ratio of 4.0. Land development regulations shall specify the type and distribution of uses, design criteria, landscaping, pedestrian and vehicular access.

### **Industrial (IND)**

The Industrial land use category identifies those areas appropriate for manufacturing, fabricating, distribution, extraction, wholesaling, warehousing, recycling, and other ancillary uses. Other uses may be allowed in this land use category as specified in an adopted ordinance rezoning property to Planned Development District (PD). Land development regulations shall determine the appropriate scale of uses and consider the externalities of such uses. Intensity will be controlled by adopting land development regulations that establish height limits of 5 stories or less.

### **Education (E)**

This land use category identifies appropriate areas for public and private schools and institutions of higher learning. This category includes University of Florida (UF) properties designated in the UF Campus Master Plan as part of the main campus. Land development regulations shall address compatibility with surrounding uses and infrastructure needs.

### **Recreation (REC)**

This land use category identifies appropriate areas for public and private leisure activities. Land development regulations shall address the scale, intensity and buffering of structures and outdoor improvements.

### **Conservation (CON)**

This land use category identifies areas environmentally unsuited to urban development, permanent buffers between land uses, areas used for passive recreation and nature parks. Privately held properties within this category shall be allowed to develop at single-family densities of 1 unit per 5 acres. Land development regulations shall determine the appropriate scale of activities, structures and infrastructure that will be allowed.

### **Agriculture (AGR)**

This land use category identifies existing lands which are expected to continue in agricultural production and ancillary uses. Land development regulations shall allow single-family densities of 1 unit per 5 acres. It is not expected that lands designated for urban uses will be converted to agricultural production.



This land use category identifies lands used for: administrative, operational, and utility governmental functions; private utilities; cemeteries; and public-private partnerships or

other legal arrangements where the land title is vested in a government and the use(s) serves a public purpose. Maximum lot coverage in this category shall not exceed 80 percent, except in areas where lot coverage is not limited by land development regulations.

### **Planned Use District (PUD)**

This land use category is an overlay land use category that may be applied on any specific property in the City. The land use regulations pertaining to this overlay district shall be adopted by ordinance in conjunction with an amendment to the Future Land Use Map of this Comprehensive Plan. The category is created to allow the consideration of unique, innovative or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses and environmental conditions of the subject land. This category allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. Each PUD overlay land use category adopted shall address: density and intensity; permitted uses; access by car, pedestrians, bicycle, and transit; trip generation, trip distribution, and trip capture; environmental features; and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement a PUD land use category.

Policy 4.1.2 Underlying densities and intensities of development within the future land use categories shall be consistent with the policies in the Conservation, Open Space and Groundwater Recharge, and Future Land Use Elements providing standards and criteria established for the protection of environmentally sensitive land and resources.

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

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



11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

Policy 4.1.4 The City will consider amending land use designations in the City to discourage strip commercial uses and encourage a mix of residential and non-residential uses.

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

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

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

Policy 4.2.3 The existence of non-residential uses on one or more corners of an intersection will not justify approval of the development of all corners with the same or similar use, nor does the existence of non-residential uses on a major arterial street dictate that all frontage must be similarly used.

Policy 4.2.4 The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16th Avenue.

**Objective 4.3 The City shall establish protection and enhancement policies, as needed, for selected neighborhood (activity) and regional centers.**

Policy 4.3.1 The Central City Town Center shall integrate the University of Florida, the Innovation Square area, and the Central City District into one dynamic core.

Policy 4.3.2 The Morningstar Area shall be regulated by the following:



Area shall be consistent with the City's land development regulations.

- b. Livestock uses that existed prior to January 31, 1994, shall be deemed legally nonconforming uses. However, there shall be no new livestock uses introduced or expansions of existing uses without a city-issued livestock or fowl permit as provided in the Code of Ordinances.
- c. A building permit may be issued for a single-family dwelling on an existing lot of record as of January 31, 1994, if all of the following provisions apply:
  - 1. minimum lot size of 0.50 acres;
  - 2. a perpetual easement improved by a road or drive that connects the lot to a dedicated public right-of-way that is capable of supporting police and fire emergency vehicles in the opinion of the City's Traffic Engineer; and
  - 3. the lot will legally meet the requirement for provision of potable water and disposal of sewage.

#### Policy 4.3.3

The Orton Trust Planned Use District shall consist of a mix of residential and non-residential uses under the following conditions and restrictions:

- a. A planned development zoning ordinance consistent with the planned use district must be adopted by the City Commission within one year of the effective date of the land use change. If the aforesaid zoning ordinance is not adopted within the one year period, then the overlay district shall be null and void and of no further force and effect and the Future Land Use Map shall be amended accordingly to the appropriate land use category upon proper notice. The planned development zoning ordinance shall specify allowable uses and design standards consistent with traditional neighborhood design principles.
- b. The overall residential density must meet a minimum of 6 units per acre and a maximum of 8 units per acre, excluding wetlands. The residential density shall be no greater than 8 units per acre in single family detached residential dwellings along Northwest 31st Avenue.
- c. No non-residential activity, with the exception of places of religious assembly or private schools, shall be allowed along Northwest 31st Avenue or within 500 linear feet north of the frontage of Northwest 31st Avenue.
- d. A maximum of 80,000 square feet of non-residential use, including retail/commercial, eating places, office, civic, schools, day care centers, and places of religious assembly shall be allowed.



maximum of 600 feet of the Northwest 39th Avenue frontage shall be used for non-residential uses. The total allowable retail/commercial

uses shall not exceed 40,000 square feet. Retail/commercial uses shall be as defined by the 1987 Standard Industrial Classification Manual major groups 52 thru 57 inclusive, 59; and 70 thru 79 inclusive. All non-residential uses on the perimeter of the planned use district shall be adequately buffered from surrounding residential uses through the

use of greenspace, fences, or walls. The buffer widths shall be established in the planned development zoning ordinance.

- e. A minimum of 40,000 square feet of residential use shall be required above the first or second story of non-residential uses, and may be placed above the first or second story of any part of the 80,000 square feet of non-residential use authorized by this planned use district.
- f. The maximum allowable square footage for any one-story retail/commercial building where the entire building is in a single use is 15,000 square feet.
- g. A maximum of 2 businesses shall be allowed to have drive-through facilities. The drive-through facilities may only be used for a pharmacy and a financial institution. A maximum of 4 drive-through lanes shall be allowed and no more than 3 lanes shall be allowed for any single use. The planned development zoning ordinances shall require that any drive-through facility shall be designed to maximize pedestrian safety and convenience and shall establish design standards that ensure that drive-through facilities do not adversely affect the quality of the public realm or urban character of the area. Drive-through facilities can only be located within 300 feet of the Northwest 39th Avenue frontage.
- h. A minimum of 8 acres shall be provided in common open space for conservation and recreation.
- i. The planned development zoning ordinance shall prescribe a phasing schedule in order to ensure a mixed-use project including residential and/or residential infrastructure from the first phase of construction.
- j. The planned development zoning ordinance shall provide a uniform signage plan for the planned use district.
- k. All wetland areas must be identified by the appropriate water management district before any final development orders will be issued. The removal, fill or disturbance of wetlands shall be in

accordance with the requirements of the St. Johns River Water



Management District and the City's Comprehensive Plan. All development on the site shall be consistent with Article VIII, Environmental Management, of the City's Land Development Code.

- l. A master stormwater management plan shall be prepared and approved by the City's Public Works Department for the entire planned use district prior to the issuance of any final development orders.
- m. A maximum of 2 access roadways shall be allowed onto Northwest 39th Avenue. A maximum of 2 access roadways shall be allowed onto Northwest 31st Avenue. No direct driveway access connections are allowed from either Northwest 39th Avenue or Northwest 31st Avenue.
- n. The internal road network shall be designed using Traditional Neighborhood Development Street Design Guidelines as published by the Institute of Transportation Engineers, as updated from time to time. The developer shall construct vehicular connections to the adjacent Palm Grove Subdivision, Phases I and II on the west side of the proposed planned use district, so that the connections align with the connections shown on the Palm Grove Phase I and II subdivision plats.
- o. Except as may be established and shown for good cause by the owner/developer and then provided in the planned development zoning ordinance, all sidewalks shall be 5-foot minimum in width. A pedestrian network consisting of sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the public sidewalk. All retail/commercial uses shall be interconnected by safe pedestrian/bicycle connections. Each use along the Northwest 39th Avenue frontage shall have a sidewalk connection to the public sidewalk.
- p. The planned use district shall maximize cross-access vehicle and pedestrian/bicycle connections between uses and shall maximize pedestrian safety and comfort.
- q. The owner/developer shall construct and transfer to the City of Gainesville a bus shelter located on the Northwest 39th Avenue frontage or an alternative location approved within the planned development zoning ordinance as part of the first phase of development.
- r. The planned use district land use category does not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, including transportation mitigation if necessary, at the time of application for planned development rezoning.



#### Policy 4.3.4

The property governed by this policy shall be known as the Plum Creek Development Company ("Plum Creek") for land use purposes. Due to the unique infrastructure and environmental constraints of "Plum Creek" as depicted on the map labeled "Plum Creek SR 121 Overall Site" in the Future Land Use Map Series A, Plum Creek shall be governed by the following policies:

- a. Within all land use areas of Plum Creek:
  1. Maximum residential development of the entire 1,778 acres shall not exceed 1,890 residential units and 100,000 square feet of non-residential uses of which a maximum of 80,000 square feet shall be permitted as Commercial, and these densities and square footage may be less unless the developer establishes to the City at the time of rezoning by competent substantial evidence, that the development meets the criteria and standards of this Policy 4.3.4 and the Land Development Code.
  2. Development shall be clustered to inhibit encroachment upon the environmentally significant features of Plum Creek; and
  3. Wetlands shall not be impacted other than where necessary to achieve interconnectivity between upland properties; and
  4. Wetlands shall be protected by wetland buffers that shall be a minimum of fifty (50) feet and an average of seventy-five (75) feet wide. The minimum and average buffer widths shall not apply to those portions of the wetlands that are impacted consistent with 4.3.4.a.3 above; and
  5. Stormwater treatment facilities shall not be permitted within the wetland buffers established pursuant to Section 4.3.4.a.4. above, except that outfall structures shall be allowed within these buffers; and
  6. Areas within the floodplain district, as defined in the City's Land Development Code, shall be protected so that at least ninety (90%) percent of existing floodplain areas shall not be altered by development, except that recreation and stormwater management may occur within not more than twenty percent (20%) of the floodplain district, and the existing floodplain storage volume will be maintained; and

~~7. Stormwater best management practices and/or low impact~~  
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development (LID) practices shall be used to the maximum extent practicable to maintain or replicate the pre-development

hydrologic regime, as determined by the City, and consistent with state requirements; and

8. Existing functioning ecological systems within Plum Creek shall be retained to the maximum extent practicable while accommodating the uses and intensity of uses authorized by the land use policies governing Plum Creek, as determined by the City.
9. Maintain and enhance plant and animal species habitat and distribution by protecting significant plant and animal habitats, provide for habitat corridors, prevent habitat fragmentation by requiring a detailed survey of listed species, identify habitat needs for maintaining species diversity and sustainability; preserve wetlands and at least forty percent (40%) and up to fifty percent (50%) of the upland area, inclusive of the wetland buffers established pursuant to 4.3.4.a.4. above. Listed species are those species of plants and animals listed as endangered, threatened, rare, or species of special concern by the state and federal plant and wildlife agencies, or species ranked as S1, S2, or S3 the Florida Natural Areas Inventory (FNAI).
10. Wetlands, wetland buffers, floodplain and upland habitat areas that are to be protected shall be identified as Conservation Management Areas and protected by a perpetual conservation easement in favor of the City, or a tax exempt land trust doing business within Alachua County, Florida, as determined by the City. Activities within the Conservation Management Areas shall be as set forth in a Conservation Management Plan approved by the City.
11. Planned Developments adopted by zoning ordinances within Plum Creek shall impose standards that address minimum required setback from SR 121 and CR 231, retention of existing vegetation and supplemental vegetative plantings, fencing and other forms of screening. Except where access to the property is provided, a minimum 50 foot vegetative buffer shall be retained along both sides of SR 121 and CR 231 within Plum Creek.
12. A natural and/or planted buffer with a minimum average width of 100 feet that at no location is less than 25 feet wide, shall be retained along the entire western boundary property line beginning at SR 121 at the north and ending at US 441 at the south, but shall not include the southwesterly property line





abutting US 441.

13. A natural and/or planted buffer with a minimum average width of 200 feet that at no location is less than 50 feet wide, shall be retained along the southern boundary of Plum Creek, west of SR 121, between industrial and residential uses.

b. Conservation Land Use Areas

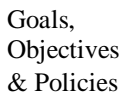
All areas designated Conservation land use shall receive a zoning district designation of Conservation and are not permitted to have any residential units. There shall be no transfer of density to other areas.

No development, other than minimum crossings necessary to achieve interconnectivity between upland properties, and passive recreational uses is allowed within the Conservation Areas, as determined by the City.

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

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

- a. Preservation of the ecological integrity of the ecosystems of Plum Creek by creating and maintaining connectivity between habitats, minimizing natural area fragmentation, and protecting wetlands, associated uplands, and floodplains as indicated in Policy 4.3.4.a.



- b. Preservation or enhancement of existing wetlands with approved treated stormwater to wetlands, limiting impacts to such wetlands to crossings necessary to achieve interconnectivity between upland properties, and requiring that any such crossings be designed to minimize wetland impacts.

- a. Development that adheres to the principles of “New Urbanism” or “Traditional Neighborhood Development”.
- b. Clustering of development.
- c. Bioretention areas or ‘rain gardens.’
- d. Grass swales
- e. Permeable pavements



- f. Redirecting rooftop runoff to functional landscape areas, rain barrels or cisterns.
  - g. Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access.
  - h. Elimination of curb and gutter where appropriate.
  - i. Minimization of impervious surfaces through use of shared driveways and parking lots.
  - j. Reduction in impervious driveways through reduced building setbacks.  
frontages for lots.
  - l. Permanent educational programs to ensure that future owners and residents of the site have an opportunity to fully understand the purpose, function, and maintenance of each LID component.
  - m. Limitations on the amount of turf allowed within the site and standards for implementation of best management practices for such turf, including minimum fertilizer applications.
  - n. Reuse of stormwater.
  - o. Use of “Florida Friendly” plant species and preferably native species for landscaping.
  - p. Use of low-volume irrigation technologies and soil moisture sensors if potable water supply is used for irrigation.
- 5. Implementation of appropriate “firewise” community planning practices shall be identified during the rezoning process and required by the PD zoning ordinances.
  - 6. A master storm water management plan for each geographic area proposed for rezoning to PD must be prepared and submitted to the City for review and approval before final development orders can be approved.



1. All areas designated Single-Family land use shall be rezoned to PD prior to undertaking any development for single-family use within the rezoned area; and
- 1.
2. All of the areas designated Single-Family land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 1 residential unit per 2.5 acres (0.4 residential units per acre) up to a maximum of 218 residential units; and

e. Residential Low-Density Land Use Areas

All areas designated Residential Low-Density land use shall be rezoned to PD prior to undertaking any development for multi-family or single-family use or any other housing type.

2. Development of a range of housing types, including, but not limited to single-family detached, single-family attached, townhomes and apartments is allowed. The mix of housing types shall be specifically provided in the PD zoning ordinances. Clustering of residential uses to allow for greater environmental sensitivity is allowed.
3. Development shall provide for pedestrian and bicyclist safety and comfort.
4. All of the areas designated Residential Low-Density land use within Plum Creek (Future Land Use Map, Series A) shall be limited to a total maximum gross residential density of 2.75 residential units per acre, up to a maximum of 1,004 residential units, or less, as transfers of density may occur as provided in Paragraph f.3.c. below.

f. Planned Use District Land Use Area

1. Development within the Planned Use District area shall maximize pedestrian/bicycle connections among all uses (residential and non-residential) and shall maximize pedestrian and bicyclist safety and comfort. A network of sidewalks and street trees shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the public right-of-way adjoining the Planned Use District. To

minimize traffic impacts on SR 121, the implementing PDs shall maximize internal roadway connectivity between residential and areas with mixed uses.

2. The PDs associated with the Planned Use District shall provide



for transit access approved by the City's Regional Transit System (RTS), and the owner/developer shall be required to provide comfortable, multi-use transit stations when transit service is made available to Plum Creek. The owner/developer

shall be required to fund transit service (capital and operations) for the development with minimum 15-minute frequencies in the a.m. and p.m. peak hours for RTS. If the funding is for a new route to serve the development, the funding for transit shall be for a minimum period of 5 years. If the funding is for expansion of an existing route to serve the development, the funding for transit shall be for a minimum period of 3 years.

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

3. The implementing PDs district zoning for the Planned Use District area shall be subject to the following standards:
  - a. The Planned Use District area shall allow mixed uses such as residential, office, business retail, professional and financial services, schools, places of religious assembly and community facilities. The area shall be implemented by PD zoning which shall generally adhere to the requirements of the City's Traditional Neighborhood Development District standards.
  - b. A minimum gross density of 4 residential units per acre (668 residential units) is required for the 166.89 acres of Planned Use District (PUD) land use. A transfer of density from the Residential Low-Density Land Use Areas or the Single-Family Residential Land Use Areas into the PUD area may be approved during PD rezonings. Any transfers of density from the Residential Low-Density Land Use Areas and the Single-Family Land Use Areas to PUD shall reduce the overall number of units for the Residential Low-Density Land Use Areas and Single-Family Residential Land Use Area, respectively, allowed by  
  
the number of residential units transferred.
  - c. Residential uses that are located above non-residential uses are allowed and encouraged. Residential types allowed include townhouses, apartments, plus attached  
Future Land Use



and detached single-family homes.

- d. A maximum of 100,000 square feet of non-residential use shall be allowed within the Planned Use District

land use, of which a maximum of 80,000 square feet shall be permitted as commercial use. Except as may be otherwise provided in the implementing PD zoning ordinance, each building within this zone shall be allowed to be mixed with residential located above non-residential uses. Each implementing PD shall

provide detailed and specific design standards governing all aspects of development within the PD.

- e. Urban design standards that ensure compatibility among the various allowed uses shall be included as part of the PD ordinance. Additional standards may be required to address noise and lighting to further assure compatibility.
- f. The PD zoning ordinance shall, through design and performance measures, assure the neighborhood, pedestrian quality of Plum Creek by regulating building type and scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, signage and landscaping.
- g. Open space shall be provided, where appropriate, as common open space serving conservation, recreation and civic needs of the Planned Use District Area, subject to approval of the City.

g. Miscellaneous Provisions

- 1. The developer has signed a binding agreement acknowledging owner/developer responsibility for mitigation of transportation impacts associated with the maximum amount of development identified in the future land use amendment. Prior to the second reading of the first PD rezoning ordinance(s) for Plum Creek, the owner/developer shall sign an agreement associated with the transportation mobility program in effect at the time of PD rezoning submittal for the first phase of the development as shown in the PD ordinance. At a minimum, prior to adoption of the second reading of the ordinance for any PD rezoning for any portion of Plum Creek, the owner/developer shall make a payment to the City or sign a binding agreement for



construction of an acceptable project, which shall include bonding requirements or other assurance acceptable to the City Attorney for the required transportation mobility project (consistent with the transportation mobility program in effect at the time of PD rezoning) associated with the trip generation for the first phase as shown in the PD. Subsequent to the first agreement associated with the transportation mobility agreement program in effect at the time of PD rezoning, additional transportation mobility agreements shall be executed prior to the issuance of final site plan or subdivision final plat development orders for the relevant phases of the development.

2. At the time of filing an application for the first planned development rezoning, the developer shall submit to the City recommended transportation mobility modifications needed to address the full build-out of residential and nonresidential uses authorized by Policy 4.3.4.a.1. and identify funding of such modifications pursuant to the Agreement required for Policy

4.3.4.g.1. herein, subject to approval by the City. Such transportation modifications shall be consistent with the City's transportation mobility requirements in effect at that time.

All recreation facilities that are required to ensure that the City's Recreation LOS standards are maintained shall be specified in the PD rezoning application and ordinance. Many of the single-family areas along with portions of the PUD area

shall be built around pocket parks of various types, subject to approval by the City. At the development stage for each phase and section of the project, recreational acreage necessary to meet the demands of the residential units will be provided by the owner/developer as required by the Gainesville Comprehensive Plan Recreation Element. All recreational amenities will be provided at the cost of the owner/developer. Recreation facilities shall be provided on-site to ensure that the needs of the residents of Plum Creek are met on-site, provided that a portion of the recreation need may be met through the development of active recreation facilities on the adjacent property (tax parcel 07781-002-000) owned by the City of Gainesville, subject to approval by the City.

3. All proposed access points to CR 231 are subject to approval by the Alachua County Public Works Department. All proposed access points onto SR 121 are subject to approval by the FDOT.

4. ~~Due to the roadway operation and safety concerns of SR 121,~~



the owner/developer shall provide a traffic study acceptable to the City, Alachua County, and the Florida Department of Transportation prior to the application for each PD rezoning. The study shall analyze issues related to trip generation, trip

distribution, operational and safety concerns, and shall propose appropriate transportation mobility modifications, consistent with the transportation impacts of the development. The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review. The developer shall 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.

5. Land use changes for Plum Creek do not vest future development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements, including public school facilities and recreation mitigation at the time of filing any PD rezoning application.
6. The Plum Creek development shall include in any Planned Development Report the requirement that five percent of the residential units shall be affordable to households earning between 80% and 120% of the median income for Alachua County for a family of four as established from time to time by the U.S. Department of Housing and Urban Development. Each implementing PD zoning ordinance shall provide all required methods for ensuring implementation of this requirement, including the requirement that the owner/developer enter into a binding agreement that specifies the number of affordable units that must be constructed on an approved time schedule.
7. No rezonings to PD within the area of the map labeled “Plum Creek SR 121 Overall Site” in the Future Land Use Map Series A shall be adopted on final reading of the ordinance for areas north of the line labeled “Phase Line” until all areas south of the same line have been rezoned to PD zoning, and at least 75 percent of the infrastructure (e.g., roads, sidewalks, stormwater facilities, utilities) south of the “Phase Line” has been constructed and completed.
8. In accordance with Policy 1.1.5 of the Public School Facilities Element and School Concurrency—Alachua County, FL, Updated





Interlocal Agreement for Public School Facility Planning (December 23, 2008), the Alachua County School Board submitted a school facilities capacity report. The report

concludes that projected student demand resulting from Plum Creek Development at the elementary, middle and high school levels can reasonably be accommodated for the five, ten and twenty year planning periods and is consistent with the Public School Facilities Element based upon School District not constitute a school capacity availability determination or concurrency certification, it does not reserve school capacity for Plum Creek, and it does not vest Plum Creek for school concurrency. At the time of application for a development order for Plum Creek, the developer shall apply for and obtain concurrency certification in compliance with the City Comprehensive Plan, Code of Ordinances and state law. Prior to approval of any development order, the City shall coordinate with the School Board and determine availability of school capacity within the applicable School Concurrency Service Area. A Capacity Enhancement Agreement or other mitigation option as provided for in Policies 1.1.7 and 2.5.1 through 2.5.4 of the Public School Facilities Element may be required at that

time to ensure continued compliance with all applicable provisions of the City Comprehensive Plan, Code of Ordinances and state law. In the absence of a Capacity Enhancement Agreement or other mitigation option being approved fulfilling the concurrency requirement, the City will not issue a concurrency certification if capacity is unavailable, and such circumstance can result in a delay or denial of a development order for Plum Creek.

Policy 4.3.6 This policy shall regulate the Planned Use District (PUD) known as the “Butler Development.” The Butler Development PUD, including its division into four (4) subareas, is depicted on the map titled “Butler Development PUD Future Land Use Overlay” in the Future Land Use Map Series located in this element. The properties within the Butler Development PUD have underlying future land use categories as shown on the map titled “Butler Development Underlying Future Land Use” in the Future Land Use Map Series located in this element.

Comprehensive Plan policies of general applicability shall apply to the Butler Development PUD. In the event of express conflict or inconsistency between

the general Comprehensive Plan policies and any specific policies as set forth below, the specific policies shall govern.

- a. The following conditions shall apply to the entirety of the Butler Development PUD:



1. The properties within subareas 1, 2, 3, and 4 shall be designated PUD on the Future Land Use Map.
2. The allowable uses and maximum levels of intensity, which may be allocated to any of the four (4) subareas, shall be as follows:

Commercial uses:	2,500,408 square feet
Office uses:	250,000 square feet
Hotel / Motel uses:	500 rooms
Multi-Family Residential uses:	1,000 units

The specific allowable uses and development program shall be specified in the Planned Development (PD) zoning ordinance.

3. The maximum cumulative development program for Butler Development (including existing development, new development and redevelopment) shall be limited to a maximum trip generation not to exceed 37,591 average daily trips. There are 12,224 average daily trips associated with the existing development as documented in the traffic study.
4. Multi-family residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand-alone use. 20% of the multi-family residential units constructed, whether rental or owner-occupied, shall be affordable housing units for workforce housing as defined in Section 380.0651(3)(h), F.S., or moderate-income, low-income or very low-income persons or households as those terms are defined in the City's Local Housing Assistance Program (LHAP). The affordability of such units shall be maintained for a period of 10 years following construction, shall run with the land, and shall be enforceable by the City through recorded covenants or restrictions.
5. Maximum building height shall be eight (8) stories.
6. Development and redevelopment within the Butler Development PUD shall require Low Impact Development

(LID) techniques. Prior to final development plan approval, the owner/developer shall provide legally enforceable documents establishing a responsible entity to permanently provide maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create functionally equivalent hydrologic andscape. Reclaimed water shall be used for irrigation if and



when it becomes available.

7. Stormwater management facilities shall be aesthetically pleasing and shall meet the requirements of the City's Engineering Design and Construction Manual. The owner/developer shall, at no cost to the City, dedicate right-of-way or provide easements to the City for the shared stormwater facilities.
8. Prior to the first final development plan being approved in either Subarea 1 or Subarea 2, a master plan for stormwater management and open space for the entire Butler Development PUD shall be provided, subject to approval by the City. This master plan shall include the written consent of all property owners within the Butler Development PUD.
9. Design standards specified in the PD zoning ordinance shall address: building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities, a gridded, interconnected street network and limitations on the maximum size of single-occupant, single-story buildings.
10. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Development PUD to provide for a defined, interconnected system.
11. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
12. Properties located outside of the Butler Development PUD shall be buffered from loading docks and outdoor uses that are within the Butler Development PUD.
13. The PD zoning ordinance shall establish standards for automobile-oriented uses such as drive-through facilities and structured parking to create and maintain the multi-modal character of the Butler Development PUD.
14. Individual service bays for automobile-oriented uses, including but not limited to gasoline and alternative fuel service stations, shall be located to the rear and/or interior side of buildings. A single entrance to interior service bays may be located on the side of the building.



15. The PD zoning ordinance shall identify the subareas where gasoline and alternative fuel service stations are allowed and

the maximum allowed number of such service stations and associated fueling positions. New construction of gasoline and alternative fuel service stations that front public or private streets shall be designed to:

- (a). Enhance safe pedestrian and bicycle circulation and access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the development plan to ensure pedestrian safety and comfort;
- (b). Provide a pedestrian entry from sidewalks on the property frontage;
- (c). Minimize the number and width of driveways;
- (d). Include cross access or joint driveway connections to adjacent developments;
- (e). Locate off-street parking to the rear and/or interior side of buildings;
- (f). Locate fueling positions to the rear of buildings. Individual service bay doors shall not face a public or private street and shall be located to the rear and/or side interior of buildings; and
- (g). Include architectural and site design that enhances the site area and promotes the City's multi-modal and design goals. At the development plan review, the design shall be reviewed for details such as, but not limited to, facade treatment, colors, glazing at pedestrian level, lighting, roof detail, signage, landscaping, building and gas canopy height, building location relative to the street, and location of access points.

16. Structured parking that fronts on public streets

shall be designed to include office or commercial uses on the first floor. Structured parking that is integrated with and connected to commercial, office, or multi-family residential buildings shall not be required to contain office or retail uses on the first floor.



- Integrated/connected parking structures shall meet design standards specified in the PD zoning ordinance to ensure that building facades have sufficient articulation, especially on the ground floor level.
- 23.
17. The PD zoning ordinance shall be consistent with the City's transportation mobility policies as adopted in the Comprehensive Plan.
18. Pedestrian/bicycle safety and comfort and pedestrian/bicycle connections among all uses, subareas, and external areas shall be maximized throughout the Butler Development PUD. Bicycle racks shall be located close to the main building entrances. Pedestrian facilities shall link streets, buildings, parking and open space areas within and among the subareas. A network of sidewalks and street trees shall be provided on all internal streets (public and private). Sidewalks and pathway connections shall be made from the internal pedestrian system to the public right-of-way adjoining the Butler Development PUD.
19. Bicycle lanes and/or routes shall be provided to all bus stops and buildings within the Butler Development PUD as well as to bus stops and development adjacent to the Butler Development PUD.
20. Parking requirements may be reduced below the required parking standards in the Land Development Code to encourage alternative modes of travel and to reduce the amount of surface parking. Parking spaces provided in a parking structure shall not count against the maximum number of allowable parking spaces when the parking structure is replacing surface parking area.
21. The Butler Development PUD shall include internal transportation connections within the Butler Development PUD as well as external transportation connections to development adjacent to the Butler Development PUD.
22. All private streets shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets. Main streets in town centers and maneuvering lanes shall not be required to be built to public street standards.
- Maneuvering lanes shall be allowed in all subareas and shall contribute to the internal grid-system framework. Maneuvering



lanes shall be defined as vehicle use areas that connect off-street parking areas and that provide sidewalks and street trees on at least one side. On the side of a maneuvering lane that includes sidewalks and street trees, perpendicular vehicular access to parking areas shall be separated by at least 180 feet as

measured from centerline to centerline in order to enhance pedestrian comfort and safety. If a sidewalk and street trees are provided on only one side of a maneuvering lane, parking shall be allowed along only one side. If a sidewalk and street trees are provided on both sides of a maneuvering lane, parking shall be allowed along both sides.

24. Transportation Mobility Provisions.

- (a). S. Clark Butler Properties, LTD., and the City entered into a TCEA Zone M Agreement on January 3, 2012. An addendum to the agreement was executed on November 29, 2012.
- (b). The City recognizes that the TCEA Agreement remains valid, and transportation mitigation shall be required consistent with such, as long as the Butler Development has an adopted and valid PD zoning ordinance. Any amendments to this Comprehensive Plan policy or the Butler Development PD zoning ordinance that alter the trip generation or transportation analysis provided in Attachment 1 to the TCEA Zone M Agreement entered into on January 3, 2012, (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”) shall be subject to the transportation mobility requirements in effect at the time of amendment.
- (c). S. Clark Butler Properties, LTD., and the City agree that the TCEA Zone M Agreement satisfies the transit requirements for Phase 1A of the development (defined as 134,784 square feet of development). In addition, the Agreement includes all of the non-transit requirements for Phase 1 and Buildout as specified in Attachment 1 (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”).

S. Clark Butler Properties, LTD., and the City agree that those requirements must be met by the times specified in the “Development Schedule” portion of the PD zoning ordinance.



- (d). S. Clark Butler Properties, LTD., and its successors and assigns, may choose to opt into the City's Transportation Mobility Program (TMP) subject to an updated transportation study and analysis that would allow the City to evaluate the development for compliance with the TMP.
  - (e). Streetscaping is an important component of the City's transportation mobility planning because it enhances pedestrian comfort and visual aesthetics. Consistent with the Transportation Mobility Program policies in the Transportation Mobility Element, new development on public or private streets shall meet the 65-gallon streettree requirement on building frontages as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways Standards, Subsection 334.044(10)(A), F.S., Section 336.045, F.S., the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards. Redevelopment sites shall be required to meet this policy for 50 percent of the required street trees. The front build-to line may be modified if there are existing utility or right-of-way constraints.
- 25. The Butler Development PUD shall provide operational and safety modifications required due to impacts on transportation facilities. Modifications required for operational and safety impacts that are site related shall not count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012).
  - 26. The PD zoning ordinance shall define the construction timeframe, design details, and extent of the SW 62<sup>nd</sup> Boulevard extension through the Butler Development PUD consistent with the intent of the MTPO design elements (alternative 4B-3) dated March 2, 2009. The incremental cost of construction (i.e., the cost of construction that is above and beyond the cost that would be incurred to construct a private 3-lane access drive per City standards, including sidewalks and bike lanes) calculated based on the Florida Department of Transportation generic cost per mile shall count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). Upon completion of construction, the right-of-way shall be dedicated to the City subject to inspection and approval by the City. Within 90 days following the date of final adoption of the PD zoning



ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall at its expense obtain an appraisal of the land and shall provide a copy of the appraisal to the City for its review and approval. If the appraisal is approved, the appraised value (less the appraised value for any right-of-way that the City vacates for this road extension project) shall count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). There shall be no direct access to the Southwest 62<sup>nd</sup> Boulevard extension for outparcels; all access shall be from an internal road network and/or shared driveways.

27. Vehicular cross-access connections within development areas shall be maximized throughout the Butler Development PUD.
28. The PD zoning ordinance shall allow the Gainesville Regional Transit System to review all development plans affecting transit routes for the potential addition of new transit stops or improvements to existing transit facilities. In addition, the PD zoning ordinance or a Transit Transfer Station Agreement shall specify the requirements (including design, size, cost, timing of completion and location) for S. Clark Butler Properties, LTD., and its successors and assigns, to construct, at its expense, a transit transfer station and a park and ride lot within the Butler Development PUD, as approved by the Gainesville Regional Transit System. The park and ride lot shall provide at least 50 park-and-ride spaces in one location for transit users. The transit transfer station shall include restroom facilities, bicycle storage, a route map kiosk, and bays for a minimum of six (6) buses. Upon completion, the park and ride lot and the transit transfer station improvements and associated land shall be conveyed to the City at no cost.
29. In accordance with the PD zoning ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall coordinate with FDOT to address transportation impacts that affect FDOT facilities. Proof of satisfying any FDOT requirements shall be provided to the City in the form of a letter or other written documents issued by the FDOT.
30. Future connectivity between the Butler Development PUD and the area west of I-75 is in the MTPO adopted Long Range Transportation Plan. The PD zoning ordinance shall specify details regarding the timing, dedication of right-of-way to the City and roadway design and construction (including sidewalks, bike lanes, or a multi-use path) for SW 30<sup>th</sup> Avenue





from SW 40<sup>th</sup> Boulevard to SW 42<sup>nd</sup> Street. The PD zoning connection of this road segment to the proposed SW 30<sup>th</sup> Avenue bridge street system east of I-75. S. Clark Butler Properties, LTD., and its successors and assigns, shall dedicate at least 90 feet and up to 100 feet of right-of-way to the City for SW 30<sup>th</sup> Avenue between SW 40<sup>th</sup> Boulevard and SW 42<sup>nd</sup>

Street along the Butler Development PUD's southern boundary, except where it is contiguous to the Transit Transfer Station parcel in which case it shall be along that parcel's northern boundary. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain an appraisal at its expense and shall provide a copy to the City for its review and approval within 90 days of the date of final adoption of the PD zoning ordinance. The dedication of right-of-way and construction costs for the SW 30<sup>th</sup> Avenue improvements between SW 40<sup>th</sup> Boulevard and SW 42<sup>nd</sup> Street shall count toward meeting the agreed upon transportation requirements specified in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012).

- b. Subarea 1. In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 1:
  1. Development in this subarea shall establish a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 3,200 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
  2. A minimum of 20% of Subarea 1 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
  3. Large scale retail uses (defined for purposes of the Butler Development PUD as a retail use with a single-story building footprint that exceeds 100,000 square feet) in this subarea may have parking facilities located outside the front door of these retail uses.



c. *Subarea 2.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 2:

1. Design standards specified in the PD zoning ordinance shall establish a development pattern that is compatible with and transitions appropriately to the nearby Urban Village.
2. This subarea shall contain a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
3. A minimum of 20% of Subarea 2 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
4. Off-street parking shall not be located in front of buildings that front on SW 24<sup>th</sup> Avenue. The location of off-street parking on other streets shall be regulated by the PD zoning ordinance.

d. *Subarea 3.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 3:

1. All new development and redevelopment of existing buildings within Subarea 3 shall meet the design standards established in the PD zoning ordinance. The PD zoning ordinance shall establish a threshold that limits new development building square

footage in Subareas 1 and 2 until a minimum amount of new square footage consistent with the town center design standards is under construction in Subarea 3.

2. Development within Subarea 3 shall meet the following design standards, as may be more particularly described in the PD zoning ordinance:

- (a). Standards that ensure compatibility among allowable uses and that provide a quality pedestrian experience by regulating building type, scale, overall building appearance



outdoor uses and mechanical equipment, signage and landscaping, and location of parking.

- (b). A connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
  - (c). A connected network of wide sidewalks that promotes safety, comfort, and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.
  - (d). Compact design to encourage and accommodate walking.
  - (e). Building facades that are close to and facing the street, and generally aligned.
  - (f). Shade trees along all public and private streets in accordance with Comprehensive Plan policies.
  - (g). First floors of buildings shall incorporate levels of articulation and glazing to promote pedestrian interest.
  - (h). Terminated vistas.
  - (i). On-street parking where feasible and appropriate to building area and street type.
  - (j). Off-street parking located at the rear and/or side of buildings and away from pedestrian areas. Buildings fronting Archer Road may be allowed up to a double-loaded row of parking in front of a building front face.
  - (k). Design and architectural requirements for drive-through facilities that provide pedestrian safety and comfort, and establish a maximum number of drive-through lanes for any drive-through facility in the town center.
3. A minimum of 10% of Subarea 3 or town center areas shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel

development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air



mall.

e. *Subarea 4.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 4:

1. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network that may include maneuvering lanes. As drive aisles are transformed into public or private streets and/or maneuvering lanes, the parking areas shall include sidewalks, as deemed appropriate by the City during development plan review.
2. Redevelopment shall establish a connected grid of public streets, private streets, and maneuvering lanes to establish a pedestrian-scaled street network. Pedestrian scale blocks may vary in size but should be generally no larger than 1,600 feet in perimeter. The maximum block size shall be 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space). The PD zoning ordinance shall establish thresholds associated with redevelopment of this subarea that include requirements for a street layout plan to establish the new street grid system.
3. A minimum of 20% of Subarea 4 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
4. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to provide safe, direct and convenient access to building entrances and off-street parking. The pedestrian routes shall be direct and shall minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a pedestrian route must proceed alongside or cross a parking lot or driveway, a separate path shall be provided with buffer landscaping and other amenities. In lieu of a separate path, a highly visible crosswalk made of materials acceptable to the City and that provides a strong visual contrast between the pedestrian area and vehicular surface may be used.
5. A streetscape plan shall be required in conjunction with redevelopment plans for this subarea.



Redevelopment along the Archer Road corridor shall be required to meet Comprehensive Plan streetscaping standards, as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Subsection 334.044(10) (A), F.S., and Section 336.045, F.S., the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.

6. The PD zoning ordinance shall specify the details and timeframe for the dedication of additional right-of-way along both sides of the SW 62<sup>nd</sup> Boulevard extension from Archer Road to Windmeadows Boulevard as redevelopment occurs within this subarea that is adjacent to the extension. The value of the right-of-way shall be established by an appraisal that is submitted for review concurrent with an application for development plan review for development that is adjacent to the extension. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting the transportation mobility program requirements in effect at the time of development plan approval of the redevelopment. The credit for transportation mitigation shall not be given until the dedication occurs.

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

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



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

develop at a minimum density of 20 units per acre. New development that expands an existing single-use residential development on the existing site shall not be required to meet the 20 units per acre density requirement. The minimum density requirements do not apply to parcels smaller than 0.5 acre that existed prior to 12:01am on June 1, 2009 (the effective date of the Future Land Use Ordinance).



date of Ordinance No.080137, that annexed the Urban Village into the City of Gainesville), as documented by the City's records of that date.

3. In order to serve the development/redevelopment and establish a gridded roadway system in the Urban Village, new development and redevelopment shall dedicate land for right-of-way or construct streets. The appraised value of such land dedication and/or street construction shall count toward meeting the transportation mobility requirements in effect at

the time of development review. Stub-outs shall be provided for future interconnectivity where connections cannot be implemented at the time of development, due to off-site constraints.

4. New development and redevelopment shall include pedestrian scaled blocks that establish a pedestrian scaled street network throughout the Urban Village so that the transportation system in this neighborhood functions well for automobile drivers, transit riders, bicyclists and pedestrians. Pedestrian scale blocks vary in size but are generally no larger than 1,600 feet in perimeter. Where a pedestrian scaled street network is not feasible, the City may allow block sizes up to 3,200 feet in perimeter and may allow sidewalk and bicycle connections or multi-use paths to form the block perimeter. Land development regulations shall specify circumstances in which these exemptions from the maximum perimeter block size are appropriate. These circumstances may include, but are not limited to, locations where: the size or shape of the planning parcel makes inclusion of some streets infeasible, public stormwater or park facilities create impediments; there are regulated natural or archeological resources or regulated wetlands that would be negatively impacted; access management rules prohibit connections; utility constraints

make the block size infeasible; there are contamination sites; and the proposed block is inconsistent with City plans for a future street network in the area.

5. New development and redevelopment shall incorporate quality urban form that includes, but is not limited to: build-to lines, façade articulation and glazing, minimum and maximum height, and building relationship to the street. Land development regulations shall specify further requirements for quality urban form.

6. New development and redevelopment shall use street types and



building form standards that are consistent with the transect zoning district requirements in the Land Development Code.

- c. The following uses are prohibited in the Urban Village: Single-story, large-scale retail (defined as a single retail use with a ground floor footprint exceeding 100,000 square feet) and surface parking as a principal use.
- d. Structured parking is encouraged in the Urban Village.

#### Policy 4.3.8

The property governed by this policy shall be known as the University Corners Planned Use District (PUD) for land use purposes. The PUD property, as depicted on the map labeled University Corners PUD and Underlying Future Land Use in the Future Land Use Map Series, shall be governed by the following conditions:

- a. The uses permitted on the property shall be limited to commercial uses, general office and medical office uses, multi-family residential dwelling units (apartments or condominiums), a hotel, a place of religious assembly, and an above ground parking structure(s).
- b. The maximum building square footage permitted for the commercial, office, hotel and residential buildings shall not exceed in the aggregate 950,000 square feet.
- c. The maximum square footage permitted for the parking structure(s) shall not exceed in the aggregate 380,000 square feet.
- d. The maximum number of residential dwelling units shall not exceed 500 units. The maximum number of hotel rooms shall not exceed 250 rooms.
- e. Useable open space (open air plaza, open air arcades on the ground level, and open air pool/recreation areas on multiple building levels) shall be equal to or greater than 80,000 square feet.
- f. The maximum building height of all buildings (except the parking structure) is limited to 110 feet measured from grade level to the top of the building plate. The tower features, stairs, elevators, and elevator machine room may exceed the maximum height.
- g. The maximum building height of the parking structure is limited to 110 feet measured from grade level to the top of the guard rail. The tower features, accessory recreational facilities, stairs, elevators, and elevator machine room may exceed the maximum height.





- h. The maximum number of stories for all buildings (except the parking structure) is limited to ten (10) stories above grade level.
- i. Vehicular access to the property shall be limited to ingress and egress from Northwest 14th Street, Northwest 3rd Avenue, and Northwest 13th Street (US 441). Pedestrian and bicycle access to the site shall be provided by sidewalks that surround the four sides of the property. There shall be a system of plazas, arcades and sidewalks that will provide access to all uses throughout the site.
- j. The owner/developer shall construct bus shelter(s) that are architecturally compatible with the development at the development site on either West University Avenue or Northwest 13th Street (US 441), or both, at a location(s) coordinated with the City Manager through the Gainesville Regional Transit System (RTS) and the Gainesville Public Works Department.
- k. This ordinance does not vest any development on the property described in Section 1 of this ordinance for concurrency as provided in the City's Comprehensive Plan. The owner/developer shall apply for and meet concurrency management standards at the time of application for development plan approval. An application for a Certificate of Final Concurrency must be submitted with the application for final development plan approval.

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

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

Policy 4.4.2      Alachua County LOS standards shall apply until newly annexed lands are given land use designations in this Plan.

**Objective 4.5      The City's land development regulations shall provide standards and guidelines that will regulate signage, subdivision of land, vehicle parking, and on-site traffic flow.**

Policy 4.5.1      The City shall regulate signage in the City of Gainesville through land development regulations.

Policy 4.5.2      The City shall regulate the subdivision of land, vehicle parking, and on-site traffic flow through land development regulations.



**Objective 4.6**      **The City's Land Development Code shall provide a regulating mechanism to ensure consistency between the land use categories established in this Future Land Use Element and the zoning districts established in the Land Development Code.**

Policy 4.6.1      The City's Land Development Code shall implement the land use categories created by this Comprehensive Plan and shall regulate all development until superseded by new land development regulations as required by this Comprehensive Plan. The Land Development Code shall designate the zoning districts that implement the land use categories created by this Comprehensive Plan. Proposed developments that do not fall within the parameters of existing zoning districts may be permitted to develop as Planned Developments and shall meet all the requirements of that zoning classification and the Future Land Use Element.

Policy 4.6.2      Nothing in this Plan shall limit or modify the rights of any person to complete any development that has been issued a final development order prior of the adoption of this Plan, from which development has commenced and is continuing in good faith.

**Objective 4.7**      **A Special Area is established for the Idylwild/Serenola area that shall be subject to the policies and standards contained in this Section. Portions of the Idylwild/Serenola area that are not currently within city limits shall be subject to these policies and standards at such time as they may be annexed into the City.**

Policy 4.7.1      The intent of this Special Area is to establish specific guidelines for the area identified as Idylwild/Serenola, generally bounded by Archer Road to the north, SW 13th Street to the east, Paynes Prairie to the south and east, and SW 34th Street and Interstate 75 to the west. Only a small portion of this area is currently within city limits and subject to these standards. To help with identification of the area and specific areas described herein, an Idylwild/Serenola Special Area Map (Special Area Study: Idylwild/Serenola in the Future Land Use Element Map Series), is incorporated by reference. Except where modified by the policies herein, all policies of the Plan shall be applicable within the special area. Where the specific policies conflict with general policies in the remainder of the plan, it is the intent that the policies herein shall prevail.

Policy 4.7.2      To preserve and conserve significant natural resource areas, the following policies shall apply.

- a.      Preservation of significant natural communities, listed species habitat, geological features, and areas of strategic ecosystems shall be encouraged through public or private acquisition where possible, and other appropriate methods of preservation.

- b.      Appropriate conservation strategies shall be used to permit compatible



development when acquisition is not possible. These development regulations are contained in the regulated natural and archeological resources development portion of the Land Development Code.

Policy 4.7.3 To preserve, maintain, and restore where necessary, areas containing extensive trees canopies, policies (a) and (b) below shall apply. Tree canopy areas are major existing areas containing a significant population of trees of a size and condition to be considered a significant environmental resource.

- a. The development regulations shall require a tree survey be submitted for all development proposed within designated “Tree Canopy Areas”. The survey shall be submitted at the time of development application.
- b. Development within Tree Canopy Areas shall utilize “cluster” design concepts where appropriate, concentrating development within given areas to minimize the impact of the proposed development. The development regulations shall provide for appropriate mitigation, if necessary.

Policy 4.7.4 To maintain developable or already developed lots in as much of a natural state as possible, the following policy shall apply in areas currently in residential use. The areas currently in residential use contain the densely tree- canopied, developed areas of the Idylwild, Serenola, and Malore Gardens neighborhoods.

- a. Innovative lot designs shall be encouraged through flexibility in the development regulations to maintain the natural character of the individual lots currently in residential use.

Policy 4.7.5 To protect listed species through habitat maintenance and appropriate development regulations, the following policies shall apply.

- a. The policies within the Conservation, Open Space and Groundwater Recharge Element of the Gainesville Comprehensive Plan shall apply as they relate to listed species.
- b. “Listed species,” meaning those species of plants and animals listed by federal or Florida law as endangered, threatened, or a species of special concern; and those species ranked by the FNAI as S1, S2 and S3 plants, and S1 animals, S2 animals and only S3 animals that are

breeding/nesting shall be afforded the legal protective status provided by law.

- c. The encroachment of development upon areas of listed species shall be discouraged through regulations contained in the regulated natural and archeological resources portion of the Land Development Code.

~~Policy 4.7.6 Individual sites and areas of archeological significance shall be preserved,~~

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protected, or acquired, and wherever possible, enhanced. Policies (a) through (b) below shall apply to archeologically significant areas.

- a. The relocation of construction sites which coincide spatially with identified historical and archeological sites shall be encouraged.
- b. The development regulations shall establish minimum buffer areas around known archeologically significant areas.

Policy 4.7.7 The City shall protect existing residential neighborhoods from encroachment of incompatible land uses in the Idylwild/Serenola Special Area; promote compatible land uses on adjacent properties; and encourage the type and intensity of land uses that are consistent with and compatible to the natural characteristics of the land.

Policy 4.7.8 The policies governing land use in the special area are as follows:

- a. The 44 acres of the Idylwild/Serenola Special Area that were annexed by Ordinance No. 991231, if developed, shall be developed with no more than 88 residential units, each of which must be single-family and detached.
- b. Residential properties located adjacent to single-family residential neighborhoods should be developed at not higher than a 2 du/a increase in density above the density permitted on any adjacent land within 150 feet. Adjacent properties shall mean abutting properties or properties which are separated only by a private or County right-of-way or easement, but properties that are separated by an arterial street shall not be considered adjacent. Further increases may be permitted only for development shown to be sufficiently similar in character and intensity to existing uses so that compatibility is maintained. Techniques such as step-up in residential density, buffers, setbacks, screening, modest surface parking, and low-intensity lighting between uses—based on performance standards to be defined in the development regulations—may be utilized to provide such compatibility. All density increases for any portion of the 44-acre property annexed by Ordinance No. 991231 shall comply with Policy 4.9.8 a., which limits the total number of units for the entire, 44-acre property to 88, each of which must be single-family and detached.
- c. The natural constraints of the land shall be considered in light of any proposed development.
- d. Provide protection for environmentally significant areas. Specific criteria, standards, and procedures should be identified for development requests including provisions such as appropriate setbacks, buffers, mitigation and restoration requirements and provision of natural open areas.



- e. Provide for low density/intensity uses around environmentally significant areas such as Paynes Prairie.
- f. Provide through the development regulations a manner to reevaluate proposed development which has not developed after a designated period of time.

Policy 4.7.9 Provide the necessary infrastructure to sustain and support growth which maintains and enhances the quality of life within the Idylwild/Serenola neighborhood.

Policy 4.7.10 To provide for public water and centralized sewer system of adequate size and capacity to protect the sensitive environmental structure of the area, policies (a) through (e) below shall apply.

- a. Extend existing public water lines as appropriate to all approved new development within the Idylwild/Serenola neighborhood, appropriately looped to enhance flow. Such extensions shall be made in accordance with GRU extension policies.
- b. Extend centralized sanitary sewer facilities as appropriate to all approved new development. Such extensions shall be made in accordance with GRU extension policies.
- c. Coordinate the extension of water and sewer facilities with the expansion of the GRU treatment plant.
- d. Require all new development to tie into the extended water and sewer lines when capacity is available. Such connections shall be made in accordance with GRU policies.
- e. Prohibit new development within the neighborhood unless it is connected to a public water supply and a centralized sewer facility unless:
  - 1. the development is single-family in nature; and
  - 2. is being constructed on a lot of 3 acres or more; and
  - 3. receives the appropriate permits for either well use, on-site treatment, or both.

**Objective 4.8 Eliminate uses inconsistent with the adopted Future Land Use Map.**

Policy 4.8.1 The City shall implement land development regulations that eliminate or control those uses that are found to be inconsistent with the Future Land Use Plan. Land development regulations shall address the continued existence of legal non-conforming uses, and amortization schedules for signs and street graphics.



Policy 4.8.2

No legal, nonconforming use at the time this plan is adopted or amended shall be rendered illegal by this plan, except as provided in the land development regulations.

**GOAL 5                    ENHANCE THE CITY'S URBAN FORM THROUGH THE IMPLEMENTATION OF DESIGN STANDARDS IN THE LAND DEVELOPMENT CODE AND THROUGH COORDINATION WITH THE UNIVERSITY OF FLORIDA.**

**Objective 5.1            Urban design standards established in the Land Development Code shall enhance the sense of place, improve the urban form, and provide for the safety and comfort of pedestrians, bicycles, transit, and other vehicles in the City. These standards shall reflect a commitment to improve and maintain the vitality of the City and its neighborhoods.**

Policy 5.1.1            Urban design standards established in the Land Development Code shall foster predictable built results and a high-quality public realm with clear distinctions between urban, suburban, and natural areas.

Policy 5.1.2            Urban design standards established in the Land Development Code shall address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

**Objective 5.2            Guide large, corporate, national chain sales and service establishments toward a design that promotes the unique character and identity of Gainesville.**

Policy 5.2.1            The City shall develop land development regulations that control facade articulation, building orientation, building location, automobile-oriented uses such as drive-throughs and gas stations, location and amount of parking, number of stories, outdoor lighting, compatibility with context, and quality of materials for large retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

**Objective 5.3            The City shall coordinate with the University of Florida design efforts as contained within the Campus Master Plan and future design plans for Innovation Square.**

Policy 5.3.1            The City shall collaborate with the University to strengthen the image of the City and the University through better design along University Avenue and West 13th Street.

Policy 5.3.2            The City and the University shall collaborate to enhance the portions of SW 34th Street and Archer Road adjacent to the campus in order to promote more multi-modal, quality urbanism.



Policy 5.3.3

The City shall collaborate with the University to improve the design and function of the Gateway Roads identified in the Campus Master Plan (SW 16th Avenue, Archer Road, SW 13th Street, University Avenue, SW 2nd Avenue, and SW 34th Street) through University participation on the Metropolitan Transportation Planning Organization and its committees, the College Park/University Heights CRA Advisory Board, and any boards or committees as may be created to address such issues.

**Objective 5.4**

**The City shall partner with neighborhoods to facilitate effective communication between the neighborhood residents and the City and develop specific actions to address neighborhood identified goals and improvements.**

Policy 5.4.1

The City shall create heritage, conservation or other appropriate overlay districts as needed for neighborhood stabilization.

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Revised 03/04/02, Ord. 000620 & 001149  
Revised 04/26/04, Ord. 030466  
Revised 08/22/05, Ord. 040373  
Revised 11/14/05, Ord. 031253 & 041057  
Revised 10/23/07, Ord. 060499  
Revised 10/16/08, Ord. 070904 & 071154  
Revised 12/18/08, Ord. 080343  
Revised 01/26/09, Ord. 070447  
Revised 12/17/09, Ord. 070210  
Revised 10/21/10, Ord. 100189  
Revised 11/03/11, Ord. 100697  
Revised 01/05/12, Ord. 110290  
Revised 05/17/12, Ord. 110599  
Revised 02/21/13, Ord. 120209  
Revised 06/20/13, Ord. 120616  
Revised 08/15/13, Ord. 120370  
Revised 11/21/13, Ord. 121107  
Revised 07/17/14, Ord. 130435  
Revised 09/03/15, Ord. 150113  
Revised 04/07/16, Ord. 150441  
Revised 07/20/17, Ord. 140817



## Future Land Use Map Series

- 2013-2023 Generalized Future Land Use Map [Note: This map is on file at the Planning and Development Services Department.]
- Special Study Area - Idylwild/Serenola
- Plum Creek SR-121 PUD and Underlying Future Land Use
- Butler Development Underlying Future Land Use
- Butler Development PUD Future Land Use Overlay
- University Corners Underlying Future Land Use
- University Corners PUD Future Land Use Overlay
- Innovation Zone
- Urban Village
- Active Mine Sites
  
- *Environmentally Significant Land and Resources Map Series:*
  - 100-Year Floodplain
  - Wellfield Protection Zones
  - Floridan Aquifer High Recharge Area
  - Surface Waters & Wetlands
  - Strategic Ecosystems
  
- *Historic Preservation Map Series:*
  - Northeast Gainesville Residential Historic District
  - Pleasant Street Historic District
  - Southeast Gainesville Historic District
  - University Heights Historic District—North
  - University Heights Historic District—South
  - Designated Historically Significant Properties