

EXHIBIT A

Proposed Comprehensive Plan Text Changes

Future Land Use Element

OBJECTIVE 1.2. Sustainability

The City shall strive to cultivate a sustainable land use pattern by preventing the proliferation of urban sprawl, ensuring the efficient provision of services, and implementing smart growth principles.

Policy 1.2.11. The City shall consider establishing a system of development incentives in the Land Development Code to encourage the provision of affordable housing, vertical mixed-use, green building and sustainable construction, dedication of public spaces (e.g., plaza, square) above and beyond what is already required, structure parking, pedestrian and bicycle facilities, transit amenities where transit service is provided, and other development features/treatments that would benefit the community.

OBJECTIVE 1.3. Character & Compatibility

Future development and redevelopment projects shall protect the City's unique character, historic neighborhoods, and high quality of life.

Policy 1.3.2. The City shall establish locational criteria in the LDC for future rezoning of sites to higher density and/or intensity districts. The following principles shall be considered: ...

- c. High density residential uses should generally be located in areas that have adequate multimodal access and proximity to service uses.

Policy 1.3.3. As the City continues to grow, its LDC shall be updated to incorporate urban design principles, such as:

- a. Form-based code regulations for the downtown and surrounding areas;
- b. Smaller building setbacks and lot sizes;
- c. Green infrastructure;
- d. A reduction and relocation of vehicular parking spaces and areas to the rear or side of structures where appropriate, and
- e. Multimodal facilities, i.e., pedestrian, bicycle and transit facilities and amenities, which include street trees, street furniture, bicycle racks, and bicycle repair stations, and transit shelters where transit service is provided.

Policy 1.3.7. The City shall amend its LDC to provide additional design and compatibility requirements that address human scale and non-motorized multimodal access for developments located along major roadway corridors.

Policy 1.3.9. The City shall seek to develop a signage and wayfinding master plan for motorists and non-motorized travelers to enhance the navigability, branding, and aesthetic character of the City.

Policy 1.3.10. The City shall work with FDOT and the North Florida TPO to improve the image of

the US 17 and SR 16 corridors by adding landscaping, banners, and other elements that would help create a sense of place and portray the historic character and human-scale of the city for visitors.

OBJECTIVE 1.6. Redevelopment and Renewal: The City shall continue to redevelop and invest in blighted areas of the City.

Policy 1.6.2. The City shall develop a master plan for the Downtown to update the overall vision for the area and address the following topics at a minimum: Economic vitality, multimodal access/connectivity to other parts of the City, balanced land use composition, vehicular and bicycle parking, streetscape design, urban form, public gathering spaces, and the identification of a pilot project.

- ◆ This policy broadly mentions access/connectivity and parking as topics for the downtown master plan. These topics are too often viewed from the perspective of motorized travelers. Revisions to “multimodal access/connectivity” and “vehicular and bicycle parking” would strengthen this policy.

Policy 1.6.3. The City will assess Walnut Street and identify changes to make it safer and more attractive for all travelers.

- ◆ This policy should specify a “for whom” audience. Safety and attractiveness may be concerns for motorists, for non-motorists, or for all travelers.

Policy 1.6.7. The City shall assess the current demand and availability of public and private parking spaces in the downtown area and plan for vehicular and bicycle adequate for future redevelopment activities.

- ◆ Like Policy 1.6.2., this policy could be strengthened by incorporating a reference to vehicular and bicycle parking, such as “assess the current demand and availability of public and private parking spaces in the downtown area and plan for vehicular and bicycle parking adequate for future development conditions.

Policy 1.6.8. The City shall develop a neighborhood plan that addresses land use and multimodal access for the Martin Luther King, Jr. Avenue corridor.

- ◆ This policy falls short in defining what the neighborhood plan should address, as Policy 1.6.2 above defines for the downtown. If pedestrian, bicycle, and/or transit concerns exist, these should be identified.

OBJECTIVE 1.7. MURP-Designated Lands: Understanding the scale, economic importance and redevelopment potential of the Reynolds Park property, the City shall establish a framework for the redevelopment of MURP lands into a livable and sustainable community.

Policy 1.7.1. The City shall seek to develop a Small Area Plan (SAP) for all MURP-designated lands to establish a clear development path that implements the following planning and design principles:

- c. Cultivate a multi-modal transportation network which supports pedestrian, bicycle, and vehicular travel to achieve high levels of safety and security, connectivity, and comfort between adjacent and nearby uses, character areas, and other FLU designations.

Transportation Element

GCS Mobility Plan – Comprehensive Plan, Transportation Element Update

Objective 2.1. Multi-Modal System

Policy 2.1.2. The City shall enhance the feasibility of transit and multimodal transportation by implementing higher densities and mixed-use as shown in the Future Land Use Map.

Policy 2.1.3. New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, and other transportation options.

Policy 2.1.5. The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement projects supporting multi-modal transportation options in accordance with the Complete Streets guidebook.

Policy 2.1.6. The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets that should be considered for Complete Street designs include Oakridge Ave., Green Cove Ave, Palmetto Ave., and other local collectors.

Policy 2.1.10. The City shall consider the following speed and multi-modal safety management strategies when designing or approving new roadways or modifying existing roads in the City:

- a. *Enclosure*: Framing the road with street trees, buildings, on-street parking.
- b. *Engagement*: Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, and pedestrian or bicyclist activity.
- c. *Deflection*: Creating vertical or horizontal shifts incorporating round-abouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.

Objective 2.2. Safe and Convenient

Policy 2.2.2. Intersections shall improve safety and ease of multimodal use by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

Policy 2.2.3. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network for all transportation modes.

Policy 2.2.6. The LDC shall require that all new roadways and access driveways intersecting with

existing roadways shall provide a clear zone where no objects will impair the sight of multi-modal transportation at said intersections.

Policy 2.2.7. The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions for multi-modal options including bicycles. The paving of unpaved streets

shall be done according to priority of need. Complete Streets designs shall be considered as part of repaving and resurfacing projects, where feasible.

Objective 2.3. System Performance

Policy 2.3.1. The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable multimodal traffic conditions are maintained.

Policy 2.3.2. Using information from FDOT and Clay County, the City shall monitor the multimodal travel demand and Q/LOS conditions for the transportation system. The current Florida DOT Q/LOS Handbook shall be used to develop a baseline and monitor conditions over time. The multimodal system of performance will inform future investment priorities within the Mobility Fee program..

Objective 2.4. Pedestrian and Bicycle System Safety

Policy 2.4.1. The City's LDC shall contain standards for the construction of multi-modal transportation facilities.

Policy 2.4.3. The City shall review development for consistency with the standards in the LDC to assure that adequate provisions exist for multi-modal transportation options, including pedestrians and bicycles.

Policy 2.4.4. The City shall coordinate with Clay County and the FDOT to incorporate pedestrian walkways and bicycle paths, or multi-use trails, in conjunction with road improvements,.

Policy 2.4.6. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for multi-modal transportation crossings and additional pedestrian crossings.

Objective 2.5. Development Design

Policy 2.5.3. The City shall review development applications to confirm the types and mix of uses and the resulting number of trip ends produced by the land use change. The latest version of Trip Generation Manual published by the Institute of Transportation Engineers (ITE) shall be used to determine the number of trips that the proposed development will produce or attract.

Policy 2.5.4. A Mobility Fee is assessed on the net additional new trips produced by the land use development. The Mobility Fee will be used to fund the necessary multimodal infrastructure improvements to accommodate future land use development based on the land use forecasts available at the time that the Mobility Fee was instituted.

- Policy 2.5.9. The LDC shall contain provisions for on- site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network and provide facilities for multiple transportation options.

Capital Improvement

Objective 8.3. Level of Service (LOS) Standards

- Policy 8.3.1. The City shall require that public facilities meet or exceed the following Level of Service Standards.

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PUBLIC FACILITY	LOS STANDARD
ROADS	Shall comply with requirements set forth in the Mobility fee policy 2.5.4 and the Land Development Regulations

PUBLIC FACILITY	LOS STANDARD
ROADS	
PRINCIPAL ARTERIALS	"D" peak hour traffic *
MINOR ARTERIALS	"D" peak hour traffic *
COLLECTOR	"D" peak hour traffic *
LOCAL ROAD	"D" peak hour traffic *

* The Florida Q/LOS Handbook shall be used to monitor level of service to inform future investment priorities and change investments accordingly and to be used in concert with the annual review set forth in Policy 8.3.2. Individual development projects producing net new trips shall be governed by the Mobility Fee requirements set forth in Policy 2.5.4.

EXHIBIT B

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Future Land Use Element

OBJECTIVE 1.2. Sustainability

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Policy 1.3.3. As the City continues to grow, its LDC shall be updated to incorporate urban design principles, such as:

- a. Form-based code regulations for the downtown and surrounding areas;
- b. Smaller building setbacks and lot sizes;
- c. Green infrastructure; ~~and~~
- d. A reduction and relocation of vehicular parking spaces and areas to the rear or side of structures where appropriate, ~~and-~~
- e. [Multimodal facilities, i.e., pedestrian, bicycle and transit facilities and amenities, which include street trees, street furniture, bicycle racks, and bicycle repair stations, and transit shelters where transit service is provided.](#)

Policy 1.3.7. The City shall amend its LDC to provide additional design and compatibility requirements [that address human scale and non-motorized multimodal access](#) for developments located along major roadway corridors.

Policy 1.3.9. The City shall seek to develop a signage and wayfinding master plan [for motorists and non-motorized travelers](#) to enhance the navigability, branding, and aesthetic character of the City.

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the US 17 and SR 16 corridors by adding landscaping, banners, and other elements that would help create a sense of place [and portray the historic character and human-scale of the city for visitors](#).

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Policy 1.6.7. The City shall assess the current demand and availability of public and private parking spaces in the downtown area and plan for [vehicular and bicycle adequate for](#) future redevelopment activities.

- ◆ Like Policy 1.6.2., this policy could be strengthened by incorporating a reference to vehicular and bicycle parking, such as “assess the current demand and availability of public and private parking spaces in the downtown area and plan for vehicular and bicycle parking adequate for future development conditions.”

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Transportation Element

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Objective 2.1. Multi-Modal System

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Policy 2.1.3. New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, ~~and other transportation options according to the purpose of each street.~~

Policy 2.1.5. The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement ~~a Complete Streets concept along US 17/Orange Avenue between SR 16 and Orion Road~~ projects supporting ~~multi-modal transportation options in accordance with the Complete Streets guidebook.~~

Policy 2.1.6. The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets that should be considered for Complete Street designs include Oakridge Ave., Green Cove Ave., ~~Palmetto Ave.,~~ and other local collectors.

~~Policy 2.1.8. The City shall ensure land uses along primary corridors support the goal of Complete Streets, adequate level of service standards for bicyclists, pedestrians, freight, motorists, transit, and other forms of multi-modal transportation.~~

Policy 2.1.10. The City shall consider the following speed ~~and multi-modal safety~~ management strategies when designing or approving new roadways or modifying existing roads in the City:

- a. *Enclosure:* Framing the road with street trees, buildings, on-street parking.
- b. *Engagement:* Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, ~~and pedestrian~~ ~~or bicyclist~~ activity.
- c. *Deflection:* Creating vertical or horizontal shifts incorporating roundabouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.

Objective 2.2. Safe and Convenient

Policy 2.2.2. Intersections shall ~~improve safety and ease of multimodal use~~ ~~be made pedestrian multi-modal friendly~~ by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

Policy 2.2.3. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network ~~for all transportation modes.~~

Policy 2.2.6. The LDC shall require that all new roadways and access driveways intersecting with existing roadways shall provide a clear zone where no objects will impair the sight of ~~motorists~~ multi-modal transportation at said intersections.

Policy 2.2.7. The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions for multi-modal options including bicycles. The paving of unpaved streets shall be done according to priority of need. Complete Streets designs shall be considered as part of repaving and resurfacing projects, where feasible.

Objective 2.3. System Performance

Policy 2.3.1. The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable multimodal traffic conditions are maintained. ~~for various transportation modes.~~

Policy 2.3.2. Using information from FDOT and Clay County, the City shall monitor the multimodal travel demand and Q/LOS conditions for the transportation system. The current Florida DOT Q/LOS Handbook shall be used to develop a baseline and monitor conditions over time. The multimodal system of performance will inform future investment priorities within the Mobility Fee program. ~~capacity or deficiency of each road segment. An annual report shall be prepared.~~

~~Policy 2.3.5. The City will work with Clay County to establish a Transportation Concurrency Exception Area along US 17 to promote infill development and encourage~~

Objective 2.4. Pedestrian and Bicycle System Safety

Policy 2.4.1. The City's LDC shall contain standards for the construction of pedestrian and bicycle ~~multi-modal transportation~~ facilities.

Policy 2.4.3. The City shall review development for consistency with the standards in the LDC to assure that adequate provisions exist for multi-modal transportation options, including pedestrians and bicycles.

Policy 2.4.4. The City shall coordinate with Clay County and the FDOT to incorporate pedestrian walkways and bicycle paths, or multi-use trails, in conjunction with road improvements, ~~where such need is demonstrated.~~

Policy 2.4.6. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for golf cart ~~multi-modal transportation~~ crossings and additional pedestrian crossings.

Objective 2.5. Development Design

Policy 2.5.3. The City shall review development applications to confirm the types and mix of uses and the resulting number of trip ends produced by the land use change. The ensure that adequate capacity is ~~available to serve the proposed project.~~ The latest version of Trip Generation Manual published by the Institute of Transportation Engineers (ITE) shall be used to determine the number of trips that the proposed development will produce or attract.

Policy 2.5.4. A Mobility Fee is assessed on the net additional new trips produced by the land use development. The Mobility Fee will be used to fund the necessary multimodal infrastructure improvements to accommodate future land use development based on the land use forecasts available at the time that the Mobility Fee was instituted. ~~No new~~

~~Development Orders shall be issued if the proposed project will reduce the operating conditions of the road system below the adopted level of service standard, except where new projects listed in the Capital Improvements Element are programmed for construction within 5 years that will ensure that the Level of Service requirements are met.~~

- Policy 2.5.9. The LDC shall contain provisions for on- site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network [and provide facilities for multiple transportation options.](#)

Capital Improvement

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