



MEETING NOTICE

CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **August 22, 2013**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

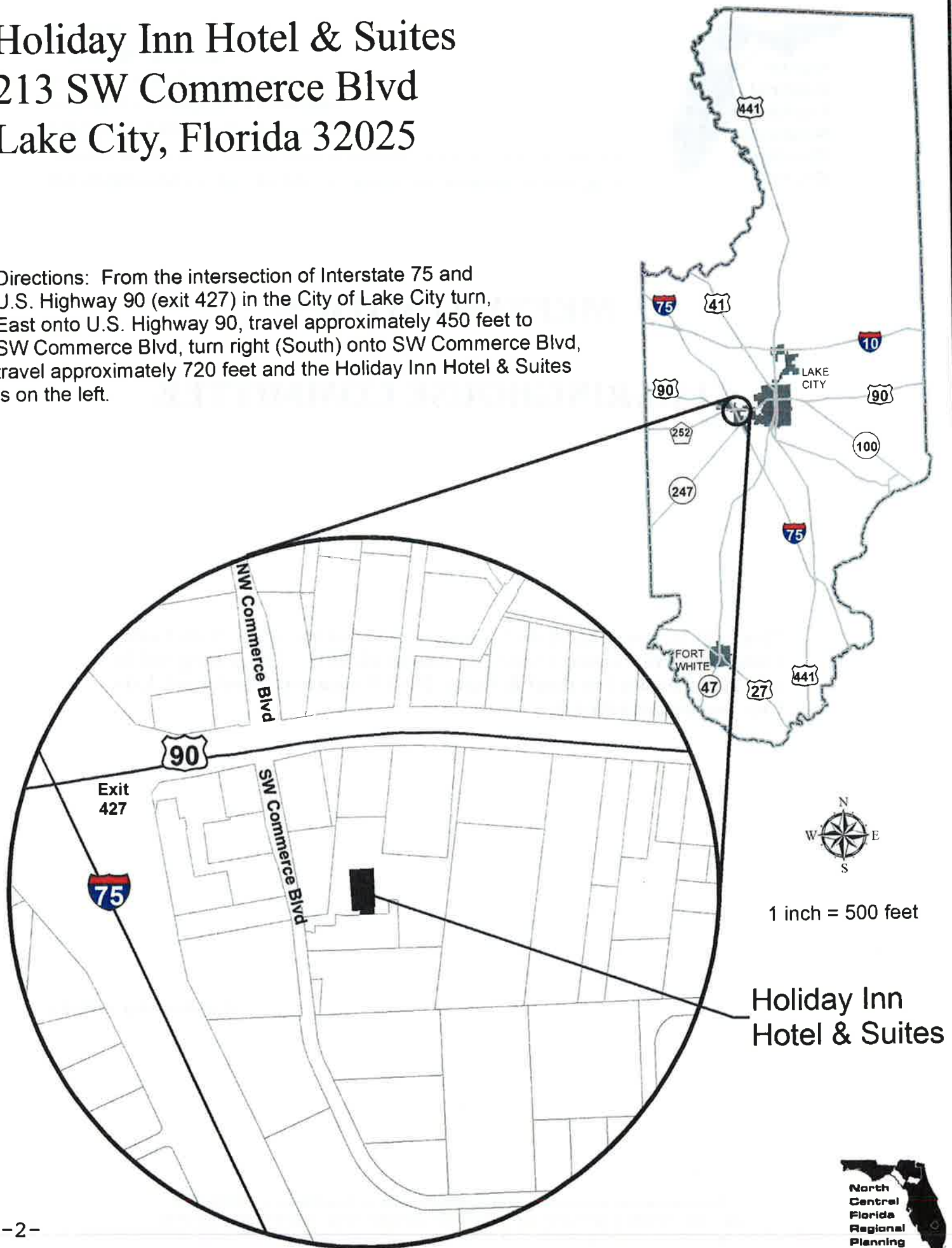
(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd

Lake City, Florida 32025

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





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

August 22, 2013
6:00 p.m.

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#66 - Suwannee River Economic Council, Inc. - Rural Development Housing Preservation Grant Application -Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor and Union Counties, Florida	155

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1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also provides a brief overview of the methodology used in the study.

2. The second part of the report is a detailed description of the study area. It includes information about the location of the study area, the population of the study area, and the characteristics of the study area. It also discusses the data sources used in the study.

3. The third part of the report is a detailed description of the study results. It includes information about the findings of the study, the conclusions drawn from the findings, and the implications of the findings. It also discusses the limitations of the study and the need for further research.

Conclusion

1. Introduction to the Study

The purpose of this study is to investigate the relationship between the independent variable and the dependent variable. The study is designed to provide a comprehensive understanding of the relationship between the two variables.

The study is based on a sample of 100 individuals. The sample was selected using a random sampling method. The data was collected using a questionnaire. The questionnaire was designed to measure the independent variable and the dependent variable.

The results of the study show a positive relationship between the independent variable and the dependent variable. The relationship is statistically significant at the 0.05 level.

The study has several limitations. First, the sample size is relatively small. Second, the study is based on self-reported data. Third, the study is cross-sectional.

Future research should investigate the relationship between the independent variable and the dependent variable using a larger sample size. Future research should also investigate the relationship between the independent variable and the dependent variable using a longitudinal design.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

July 25, 2013
6:00 p.m.

MEMBERS PRESENT

Beth Burnham
Sandra Haas, Chair
Donnie Hamlin
James Montgomery
Stephen Witt

MEMBERS ABSENT

Jim Catron
Thomas Hawkins, Vice-Chair
Wesley Wainwright
Mike Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order at 6:08 p.m. by Chair Haas.

I. APPROVAL OF JULY 17, 2013 MEETING MINUTES

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Hamlin to approve the July 17, 2013 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #67 - City of Waldo Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)
- #68 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 13-4ESR)
- #69 - City of Alachua Comprehensive Plan Adopted Amendment (DEO No. 13-3ESR)
- #70 - Suwannee County Comprehensive Plan Draft Amendment (DEO No. 13-1ER)

ACTION: It was moved by Mayor Witt and seconded by Commissioner Hamlin to consider the above-referenced items under one motion. The motion carried unanimously.

Mr. Dopp stated the staff reports for Item #67, City of Waldo Comprehensive Plan Adopted Amendment, Item #68, Alachua County Comprehensive Plan Draft Amendment, Item #69, City of Alachua Comprehensive Plan Adopted Amendment, and Item #70, Suwannee County Comprehensive Plan Draft Amendment, find that the local government comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments. Mr. Dopp noted the staff report for Item #69, City of Alachua Comprehensive Plan Adopted Amendment, recommends that the City adopt additional Transportation Best Practices contained in the regional plan as policies in the City Comprehensive Plan.

Clearinghouse Committee Minutes

July 25, 2013

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ACTION: It was moved by Mr. Montgomery and seconded by Mayor Witt to approve the staff reports as circulated. The motion carried unanimously.

The meeting adjourned at 6:27 p.m.

Sandra Haas, Chair

8/22/13

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FL
Review Date: 8/22/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 72
Local Government: Madison County
Local Government Item No.: CPA 13-01
State Land Planning Agency Item No.: 13-1ER

Date Mailed to Local Government and State Land Planning Agency: 8/23/13 (estimated)

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

DESCRIPTION OF AMENDMENT

County item CPA 13-01 consists of amendments to all elements of the County Comprehensive Plan (See attached excerpts).

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

The County Comprehensive Plan amendments include maps of Natural Resources of Regional Significance contained in the North Central Florida Strategic Regional Policy Plan. The maps help to identify regional resources located within the County in order to prevent and/or mitigate significant adverse impacts to regionally important resources. However, the County Plan amendments do not contain goals or policies which are tied to these regional resources. Therefore, it is recommended that the following objective and policies be added to the Conservation Element of the County Comprehensive Plan.

OBJECTIVE 1.6 The County, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended October 27, 2011, hereby adopts the following maps as they apply to the unincorporated areas of the County as part of the Future Land Use Map Series of this Comprehensive Plan; (1) Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011; (2) Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011; (3) Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011; (4) Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011; and (5) Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011. The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.

Policy 1.6.1 The map entitled Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

Policy 1.6.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011, included within the Future Land Use Map Series, identifies listed species for the application of the provisions the critical wildlife habitat policy of this element.

Policy 1.6.3 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011, included within the Future Land Use Map Series, identifies state owned regionally significant lands for application of the provisions of the conservation land use policy of the Future Land Use Element of this Comprehensive Plan.

Policy 1.6.4 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water management improvement water bodies for the application of the provisions of the surface water runoff policy of this element.

Policy 1.6.5 The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water resources for the application of the provisions of the surface water and riverbank protection policies of this element.

Future Land Use Element Policy 1.6.4 references "Prime Natural Aquifer Recharge Areas." The term is obsolete and should be replaced with "high aquifer recharge areas."

The county is bisected by the following roads which are part of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan: Interstate Highway 10, U.S. Highways 90 and 221 as well as State Roads 6, 14, 42 and 145. The amendment deletes transportation concurrency requirements from the County Comprehensive Plan. Therefore, significant adverse impacts could occur to segments of these regional roads should the roadway level of service exceed the minimum service planning standards contained in the regional plan. Potential adverse impacts to the regional road network can be mitigated by including Transportation Best Practices contained in the North Central Florida Strategic Regional Policy Plan as goals and policies in the County Comprehensive Plan (see attached).

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

As previously noted, the amendment deletes transportation concurrency requirements from the County Comprehensive Plan. Therefore, significant adverse impacts could occur to roads located in adjoining local governments which continue to maintain minimum level of service standards. Potential adverse extrajurisdictional impacts can be mitigated by including Transportation Best Practices contained in the North Central Florida Strategic Regional Policy Plan as goals and policies in the County Comprehensive Plan.

Request a copy of the adopted version of the amendment?

Yes _____

No _____

Not Applicable

____X____

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

I. FUTURE LAND USE ELEMENT

INTRODUCTION

~~This Future Land Use Element and Future Land Use Plan map and map series designates the future general distribution, location and extent of the uses of land within the unincorporated areas of the County. The purpose of this Future Land Use Element is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and analysis of this data, contained in the County's Data and Analysis document, are not part of this plan element but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.~~

~~The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around which this Future Land Use Element is centered is the relationship between urban development areas and rural areas of the County, and the uses and intensity of such uses for each area. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriate direction for the future location and concentration of urban uses. The concentration of urban uses within the urban development areas of the County should enable both the public and private sectors to feasibly plan for the logical provision of needed public facilities and services to serve the residents of the County.~~

SECTION 1. FUTURE LAND USE ELEMENT **GOAL, OBJECTIVES AND POLICIES**

GOAL 1 † – IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE IN THE COUNTY, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE 1.1: The County shall maintain a Future Land Use Map which coordinates future land uses with appropriate topography, soil conditions, conservation of natural resources and availability of facilities and services.

Policy 1.1.1: The County shall regulate land use through designation of land use districts on a Future Land Use Map. The Future Land Use Map shall be used to determine the location and extent of development within the County consistent with the conservation of natural resources and availability of public facilities and services. Land use districts depicted on the Future Land Use Map shall be described as follows.

1. Agriculture-1
 - a. Intent. This district is intended to provide for crop cultivation, livestock, specialty farms, silviculture areas and dwelling units.
 - b. Density. 1 du / 40 acres
2. Agriculture-2
 - a. Intent. This district is intended to provide for crop cultivation, livestock, specialty farms, silviculture areas and allow for additional residential densities.
 - b. Density. 1 du / 10 acres
 - c. Special Requirements within the Urban Development Area.

- ii. ~~Lots equal to or greater than 1 acre and less than 10 acres may be created under the following conditions:~~
 - (1) ~~Individual Lots~~
 - (a) ~~The minimum lot size shall be one acre;~~
 - (b) ~~All lots shall have direct access to a publicly maintained road; and,~~
 - (c) ~~All lots shall have sufficient upland to accommodate the proposed development, in accordance with wetland and floodplain policies contained in the adopted comprehensive plan.~~
 - (2) ~~Subdivision development for lots equal to or greater than 1 acre and less than 5 acres:~~
 - (a) ~~All subdivisions must conform to the platting requirements of the land development code and maintain a gross density not to exceed 1 dwelling unit per acre;~~
 - (b) ~~Subdivisions creating 20 or less lots, using the provisions of this policy, may be developed subject to the following additional criteria:~~
 - (i) ~~Such subdivision shall not be located more than 50% of the development tract.~~
 - (ii) ~~The undeveloped portion of the development tract shall be reserved as open space.~~
 - (iii) ~~A minimum 100 foot buffer shall be recorded as a conservation easement or use as agriculture, passive recreation or preservation of natural resources. To use the conservation easement for other purposes, such as development activities, a comprehensive plan amendment is required.~~
 - (c) ~~Subdivisions creating more than 20 lots, using the provisions of this policy, are subject to the same criteria noted above with the exception that such subdivisions shall not be located on more than 25% of the development tract.~~
 - (3) ~~Subdivision development for lots equal to or greater than 5 acres and less than 10 acres shall not be required to follow the clustering provisions stated above, but shall be required to follow all other platting requirements of the land development code.~~

3. Residential

- a. Intent. This district is intended to provide areas for the preservation or development of low-density neighborhoods.
- b. Density. One (1) dwelling unit per acre for development not served by a community potable water and sanitary sewer system; two (2) dwelling units per acre with community potable water or sanitary sewer service; up to eight (8) units per acre within a planned residential development with community potable water and sanitary sewer service and which contains an internal road system that is paved according to County specifications.

4. Commercial

- a. Intent. This district is intended to provide areas used for the sale, rental and distribution of products, or performance of services.
- b. Intensity. 1.0 Floor Area Ratio

5. Industrial
 - a. Intent. This district is intended to create areas used for the manufacturing, assembly processing or storage of products.
 - b. Intensity. 1.0 Floor Area Ratio
6. Public
 - a. Intent. This district is intended to provide public buildings and grounds, other public facilities, (including sewer systems, solid waste systems, drainage systems and potable water systems), public health systems and educational uses.
 - b. Intensity. 1.0 Floor Area Ratio
7. Conservation
 - a. Intent. This district is intended for public lands devoted to the conservation of the unique natural functions. With silviculture and agriculture activities conducted under best management practices, rules of the Suwannee River Water Management District and other applicable rules and regulations. Conservation uses shall include public access and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities). Silvicultural activities consistent with the conservation purpose shall be allowed.
8. Recreation
 - a. Intent. This district is intended for user based and resource based recreation uses.
 - b. Intensity. For buildings and structures, no more than 50% lot coverage, unless otherwise approved by the County Commission and a 0.5 Floor Area Ratio.
9. Highway Interchange
 - a. Intent. This district is intended for uses surrounding Interstate 10 interchanges, which include the following: high intensity commercial uses such as shopping centers, restaurants, automotive service stations, motels and campgrounds; retail outlets; truck stops; and facilities for the storage and distribution of foods and products including wholesale activity.
 - b. Intensity. 1.0 Floor Area Ratio
10. Mixed Use
 - a. Intent. This district is intended for areas which include single family residential units, commercial uses, recreation and open space, and public uses. Agricultural and silvicultural activities are permitted provided that such activities do not adversely impact any adjacent commercial activity. Mixed Use areas may be permitted within the rural areas of the County, which are both (1) highly accessible to principal arterials, minor arterials or major collectors and (2) appropriate locations for commercial activities outside of the designated urban development overlay.
 - b. Density. One (1) dwelling unit per acre for development not served by a community potable water and sanitary sewer system; two (2) dwelling units per acre with community potable water or sanitary sewer service; up to eight (8) units per acre within a planned residential development with community potable water and sanitary sewer service and which contains an internal road system that is paved according to County specifications.
 - c. Intensity. 1.0 Floor Area Ratio
 - d. Development Mix. Up to 25% of the gross acreage within the category may be designated for each of the following types of development. All of the land uses

do not have to be developed at the same time, nor is one land use a prerequisite to another land use.

- i. Single Family Residential
- ii. Commercial
- iii. Recreation and Open Space
- iv. Public

e. Additional requirements.

- i. All subdivisions shall have direct access to a publicly maintained road.
- ii. Non-residential uses shall have direct access to a principal arterial, minor arterial, or major collector roadway.
- iii. No future industrial use shall be allowed to adjoin an existing residential development.
- iv. Development must be located on developable upland away from environmentally sensitive land, including wetlands and 100-year floodplains.
- v. A minimum 100 foot vegetative buffer shall be provided between agriculture and nonresidential uses to protect such agricultural uses from potentially adverse impacts associated with encroachment of non-agricultural development or the creation of nuisances by agricultural operations. Buffers shall be provided by the nonresidential development.

11. Commerce Park.

- a. Intent. This district is intended to focus on manufacturing, warehousing and distribution around the Interstate 10 corridor.
- b. Intensity. 0.25 Floor Area Ratio

Policy 1.1.21.1.2: The County shall allocate amounts and mixes of land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations through the year 2035.

Policy 1.1.3The County shall limit the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan Map to acreage which can be reasonably expected to develop by the year 2010.

Policy 1.3.21.1.3: The County as part of the special exception process, shall require the location of public facilities so as to discourage the proliferation of urban sprawl.

Policy 1.11.11.1.4: The County shall establish procedures for the review of proposed development to assure that development orders and permits are not issued unless the facilities and services necessary to serve the development can be provided at the adopted level of service standards.

OBJECTIVE 1.13 Policy 1.1.5: The County shall require that utility services ensure the availability of suitable land for essential services necessary to support proposed development including potable water, natural gas, sanitary sewer, solid waste disposal, telephone, television, radio, electrical substations and telecommunications towers are available concurrent with final development approval.

Policy 1.1.6: The County shall consider the appropriateness of site conditions or site modifications relative to soils and topography as part of its development review process.

Policy 1.1.7: Public and Private schools are considered allowable uses in all land use categories except Conservation and Industrial. The County will coordinate with the Madison County

School Board to encourage the location of schools proximate to residential areas to the extent possible and shall seek to collocate public facilities such as parks, libraries, and community centers, with schools to the extent possible.

OBJECTIVES AND POLICIES

FOR URBAN DEVELOPMENT AREAS

~~Urban development areas are those areas so designated on the County's Future Land Use Plan Map.~~

OBJECTIVE ~~I-1.1.2:~~ In order to discourage the proliferation of urban sprawl and to coordinate future land uses with the availability of facilities and services, the County shall establish an "Urban Development Overlay Areas" on the Future Land Use Map. ~~These Urban Development Areas~~ This overlay shall be the focal points for the provision of urban-type facilities and service, such as central potable water and sanitary sewer facilities, and the location of urban-type uses, such as commercial, industrial, and residential low density (up to 2 units/acre) uses.

Policy ~~1.2.1:~~ The land uses permitted within the Urban Development Overlay shall include Agriculture-2, Public, Recreation, Residential, Highway Interchange, Commercial, Industrial, Mixed Use, and Commerce Park.

Policy ~~I-1.41.2.2:~~ The County shall limit direct the location of higher density residential and high intensity commercial and industrial uses to areas within the UDA, adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity.

Policy ~~1.2.3:~~ Commerce Park uses within the Urban Development Overlay shall be subject to developer incentives, grant funding, expedited permitting, provision of public facilities, or some other similar incentives as specified in the land development code in order to encourage economic development by promoting a range of uses including light industrial, warehousing, manufacturing and assembly, and other employment-oriented uses.

Policy ~~I-1.41.2.4:~~ The County shall enforce standards contained within this Plan for the coordination and siting of proposed urban development near agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas) to avoid adverse impact upon existing land uses.

Policy ~~I-1.51.2.5:~~ The County shall encourage future urban development within designated urban development overlays areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Policy ~~I-1.6~~ The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities for designated urban development areas within the County.

~~Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture areas and dwelling units;~~

~~Maximum agricultural density shall be as provided below;~~

~~Agriculture — 1 ————— 1 d.u. per 40 acres~~

~~Agriculture — 2 ————— 1 d.u. per 10 acres (overall)~~

~~Lands classified as public consist of public buildings and grounds, other public facilities, (including sewer systems, solid waste systems, drainage systems and potable water systems), public health systems and educational uses;~~

~~Public uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio;~~

~~Lands classified as conservation use are public lands devoted to the conservation of the unique natural functions within these lands with silviculture and agriculture activities conducted under best management practices, rules of the Suwannee River Water Management District and other applicable rules and regulations shall be allowed;~~

~~Conservation uses shall include public access and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities). Silvicultural activities consistent with the conservation purpose shall be allowed;~~

~~Lands classified as recreation use consist of areas used for user based and resource based recreation uses;~~

~~Residential use classifications provide locations for dwelling units at low, moderate, medium and high density;~~

~~Residential use is allowed in several other land use classifications with densities determined by classification;~~

~~Residential — 1 shall be limited to a density of less than or equal to 2.0 dwelling units per acre;~~

~~Highway interchange uses which shall be permitted within the urban and rural area of the County. Commercial interchange uses shall be permitted within areas surrounding Interstate 40, which shall be limited to the following: (1) tourist oriented facilities, such as restaurants, automotive service stations, motels and campgrounds; (2) retail outlets; (3) truck stops and (4) facilities for the storage and distribution of foods and products including wholesale activity.~~

~~Highway interchange uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio;~~

~~Lands classified as commercial use consist of areas used for the sale, rental and distribution of products, or performance of services;~~

~~Commercial uses shall be limited to an intensity of less than or equal to 1.0 floor ratio; and~~

~~Lands classified as industrial consist of areas used for the manufacturing, assembly processing or storage of products;~~

~~Industrial uses shall be limited to an intensity of less than equal to 1.0 floor area ratio.~~

~~Policy I.1.7 — Upon plan adoption, the County shall establish a growth cap limiting the extent of additional permits for residential units within the Urban Development Area though the year 2010. This growth cap shall be as follows:~~

- ~~1. Maximum additional dwelling units allowed through 2010: 500 dwelling units.~~

2. ~~When the number of new dwelling units permitted reaches 80% of the growth cap (400 units), the comprehensive plan data and analysis shall be reevaluated to determine if a revision to the cap is warranted.~~

OBJECTIVES AND POLICIES

FOR RURAL AREAS

Rural areas are those areas located outside the designated urban development areas shown on the County's Future Land Use Plan Map.

~~OBJECTIVE 1.2~~Policy 1.2.6: The County shall maintain the rural character of the area rural areas by limiting development activity to those uses outside of the Urban Development Overlay and densities, which are identified within the following policies.

~~Policy 1.2.1~~ County shall allow Agricultural Conservation, Recreation, and Public, uses, the processing, storage and sale of agricultural products, highway interchange uses, rural development uses, neighborhood commercial uses, conventional single family dwellings, mobile homes, churches and other houses of worship, and uses requiring approval as special exceptions.

~~Policy 1.2.2~~ The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the rural area of the County.

~~Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture areas and dwelling units;~~

~~Maximum agricultural density shall be provided in the following land use categories:~~

~~Agriculture 1 1 d.u. per 40 acres.~~

~~Agriculture 2 1 d.u. per 10 acres (overall).~~

~~In order to provide for additional residential densities in the Agriculture 2 area while maintaining the rural character and availability of agricultural uses, developments may occur at a gross density of one unit per 10 acres. Developments must be clustered contiguously in a development tract on a portion of the parent tract, which is in a development tract on a portion of the parent tract, which is defined as a lawful parcel of record at the time of adoption of this comprehensive plan, when the minimum size of such development is not less than ten acres, subject to the following general requirements:~~

- ~~a. Developments using this option shall be permitted utilizing a development review process administered by the Development Administrator.~~
- ~~b. All subdivisions of land must conform to the platting requirements of the land development code and maintain a gross density of one unit per 10 acres.~~
- ~~c. The cluster development must have the following characteristics:~~

1. ~~A location on suitable upland away from environmentally sensitive land, including wetlands and 100-year floodplains;~~
 2. ~~A minimum lot size of one acre without central water and sewer; a minimum lot size of one-half acre with central water and sewer;~~
 3. ~~A minimum 100 foot buffer shall be provided between agriculture and non-agricultural uses to protect such agricultural uses from adverse impacts associated with encroachment of non agricultural development or creation of nuisances by agricultural operations. The buffer shall be provided by the non-agricultural development.~~
 4. ~~Applications for proposed subdivision over 50 dwelling units must include data, prepared by professionally accepted methods, addressing dwelling unit need, the implications of sprawl, the overall pattern of development in the area, and the provision of services and facilities.~~
- d. ~~All cluster subdivisions must retain open space as follows:~~
1. ~~Subdivisions creating twenty or less lots may be allowed provided such subdivision is located on not more than 50% of the required development tract and the undeveloped balance of the development tract is reserved as open space.~~
 2. ~~Subdivisions creating more than twenty lots may be allowed providing such subdivision is located on not more than 25% of the required development tract and the balance of the development tract and the balance of the development is reserved as open space.~~
 3. ~~All open space required in this policy shall be recorded in a conservation easement for use as agriculture (except mining), passive recreation, or preservation of natural areas. To utilize the conservation easement for use as agriculture natural areas. To utilize the conservation easement for other purposes, such as development activities, a comprehensive plan amendment is required.~~

~~Policy I.2.2.1 Within the Agriculture — 2 land use classification, notwithstanding the density requirements stated in Policies I.1.6 and I.2.2., lots equal to or greater than 1 acre and less than 10 acres may be created under the following conditions:~~

- a. ~~Individual lots~~
1. ~~The minimum lot size shall be one acre;~~
 2. ~~All lots shall have direct access to a publicly maintained road; and,~~
 3. ~~All lots shall have sufficient upland to accommodate the proposed development, in accordance with wetland and floodplain policies contained in the adopted comprehensive plan.~~
- b. ~~Subdivision development for lots equal to or greater than 1 acre and less than 5 acres:~~

- ~~1. All subdivisions must conform to the platting requirements of the land development code and maintain a gross density not to exceed 1 dwelling unit per acre;~~
- ~~2. Subdivisions creating 20 or less lots, using the provisions of this policy, may be developed subject to the following additional criteria:~~
 - ~~(a) Such subdivision shall not be located more than 50% of the development tract.~~
 - ~~(b) The undeveloped portion of the development tract shall be reserved as open space.~~
 - ~~(c) A minimum 100 foot buffer shall be recorded as a conservation easement or use as agriculture, passive recreation or preservation of natural resources. To use the conservation easement for other purposes, such as development activities, a comprehensive plan amendment is required.~~
- ~~3. Subdivisions creating more than 20 lots, using the provisions of this policy, are subject to the same criteria noted above with the exception that such subdivisions shall not be located on more than 25% of the development tract.~~
- ~~e. Subdivision development for lots equal to or greater than 5 acres and less than 10 acres shall not be required to follow the clustering provisions stated above, but shall be required to follow all other platting requirements of the land development code.~~

~~The total number of lots created equal to or greater than 1 acre and less than 10 acres, within the Agriculture - 2 land use classification, shall not exceed 150 lots during any calendar year. Any lots created pursuant to Policies 1.1.6, 1.2.2, and 1.2.3 shall not count towards the 150 capacity.~~

~~Lands classified as public consist of public buildings and grounds, other public facilities, (including sewer systems, solid waste systems, drainage systems and potable water systems), public health systems, and educational uses;~~

~~Public uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio;~~

~~Lands classified as conservation use are public and private lands devoted to the conservation of the unique natural functions within these lands and silviculture and agriculture activities conducted under best management practices, rules of the Suwannee River Water Management District, and other applicable rules and regulations shall be allowed. Privately owned lands may be designated as conservation within this Comprehensive Plan upon petition of the property owner or owners agent and amendment to the Future Land Use Plan Map;~~

~~Conservation uses shall include public access and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities). Silvicultural activities consistent with the conservation purpose shall be allowed;~~

~~Lands classified as recreation use consist of areas used for user based and resource based recreation uses;~~

~~Highway interchange uses which shall be permitted within the urban and rural area of the County. Commercial interchange uses shall be permitted within areas surrounding Interstate~~

~~10, which shall be limited to the following: (1) tourist-oriented facilities, such as restaurants, automotive service stations, motels and campgrounds; (2) retail outlets; (3) truck stops and (4) facilities for storage and distribution of foods and products including wholesale activity.~~

~~Highway interchange uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio.~~

~~Within areas designated "Highway Interchange", on the Future Land Use Map, and for uses within areas designated as floodprone or wetlands on the Future Land Use Map Series and for which a site plan is required, all development proposals shall be accompanied by evidence that an inventory of wetlands; soils posing severe limitation to construction; unique habitat; endangered species of wildlife and plant; and areas prone to periodic flooding has been conducted. Where development is determined to encroach upon a resource, in order to ensure the protection, preservation, or natural functions of the developer, which includes necessary modifications to the development, specific setbacks and buffers, and clustering of development away from site resources. In order to assure that the improvements necessary for environmental mitigation are constructed as approved by Madison County, the developer shall post to the County, a bond at least equal to the cost of the improvements.~~

~~Land uses within areas designated as Rural Development-1 include single family residential units, commercial uses, industrial uses including warehousing and distribution facilities, public uses, and agricultural uses. Rural Development areas may be permitted within the rural are of the County, which are both (1) highly accessible to principal arterials, minor arterials or major collectors and (2) appropriate locations for commercial and industrial activities outside of the designated urban development areas. Agricultural and silvicultural activities are permitted in rural development areas, provided that such activities do not adversely impact any adjacent commercial or industrial activity.~~

~~Standards to guide developments in Rural Development areas shall include the following:~~

~~Single family residential:~~

~~Development mix — No limit~~

~~Development standards:~~

~~Maximum density: one (1) dwelling unit per acre for development not served by a community potable water and sanitary sewer system; tow (2) dwelling units per acre with community potable water and sanitary sewer service; up to eight (8) units per acre within a Planned Residential development with community potable water and sanitary sewer service and which contains an internal road system that is paved according to County specifications.~~

~~Access: all subdivisions containing lots less than 5 acres in size shall have direct access to a publicly maintained road.~~

~~Commercial, industrial, and public developments:~~

~~Development mix — up to 10% of the gross acreage within the RD designated area for each type of development~~

~~Development standards —~~

~~Maximum intensity: 1.0 floor area ratio for each type of development~~

Future Land Use Element

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~~Residential protection: No future industrial use shall be allowed to adjoin an existing residential development~~

~~Access: direct access to a principal arterial, minor arterial, or major collector roadway~~

~~Site location must be located on developable upland away from environmentally sensitive land, including wetlands and 100-year floodplains.~~

~~Buffering — a minimum 100-foot vegetative buffer shall be provided between agriculture and nonresidential uses to protect such agricultural uses from potentially adverse impacts associated with encroachment of non-agricultural development or the creation of nuisances by agricultural operations. Buffers shall be provided by the nonresidential development.~~

Rural Development 2

~~Lands classified as Rural Development 2, allowing warehousing and distribution facilities, manufacturing, assembly and processing or storage of products as permitted uses, allowing offsite signs as special exceptions, and limiting Rural Development 2 uses to an intensity of .25 floor area ratio.~~

Agricultural development:

~~Development mix — no limit~~

~~Development standards — not applicable~~

~~Policy 1.2.31.2.7: The County shall provide for the establishment of lots for the sole use of family homesteads, not to exceed 1 dwelling unit per acre, notwithstanding the density or intensity of use otherwise assigned to the parcel in this adopted plan. This provision is intended to promote the perpetuation of the family homestead in rural areas by making it possible for an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual to reside on lots which exceed the maximum density for such areas. Such provision shall apply only once to any individual.~~

~~Policy 1.2.4 The County shall provide for the location of resource-based activities, such as bottled water manufactures, or activities which may be a threat to public safety, such as ammunition manufacturers, as special exceptions.~~

~~Policy 1.2.5 The County shall only allow hazardous or bio-medical waste treatment facilities as special exceptions within areas designated as rural development. (also, see Policy V.2.13)~~

OBJECTIVES AND POLICIES

FOR BOTH URBAN DEVELOPMENT AREAS AND RURAL AREAS

~~OBJECTIVE 4.31.3: The County shall protect existing developments from the potentially adverse impacts of adjacent land uses. Protective measures such as site plan review shall be required upon plan adoption as well as landscape buffer requirements when certain land uses are adjacent to or directly across from each other in order to protect uses from traffic noise,~~

glare, etc. that would be associated with a more intensive land use. Determinants of landscape buffer requirements will include the following:

1. Identification of the land use district of the proposed use.
2. Identification whether the proposed and adjacent uses are high impact, medium impact, low impact, or residential uses.
3. Utilization of proper plant materials in landscape buffers emphasizing existing native species of plant materials.

Policy ~~I-3.11.3.1~~ I-3.11.3.1: For development that does occur in rural and agricultural areas, further protect agriculture uses by providing adequate buffers, consistent with the following:

~~"The County shall insure the compatibility of adjacent land uses by requiring buffers designed to protect the lower intensity use from the more intensive use (agriculture from residential, residential from commercial, etc.). The buffer shall function to:~~

1. ~~Protect each land use, one from the other, from the intrusive affects of adjacent land use activities.~~
2. ~~Protect agricultural activities from trespass, pets, vehicles, noise and other disruptive impacts that may be associated with non agricultural land uses.~~
3. ~~Protect non agricultural land uses from normal agricultural activities, such as the application of pesticides and fertilizers, and the creation of noise, glare, odor, dust and smoke.~~
4. ~~The negative impacts of the uses upon each other must be minimized or, preferably, eliminated by the buffer such that the long term continuance of either use is not threatened by such impacts. In other words, incompatibility between uses is eliminated (or minimized) and the uses may be considered compatible (which means a condition in which land uses or other conditions can co-exist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition).~~
5. ~~Types of buffers: The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplement with fencing or other man made barriers, so long as the function of the buffer and intent of this policy are fulfilled.~~

Policy ~~I-3.31.3.2~~ I-3.31.3.2: The County shall protect lands owned by the public and lands designated "public use" on the Future Land Use Map from the adverse impact of adjacent incompatible land uses, which include but are not limited to commercial and industrial land use and mining activity. Protection measures shall include an undisturbed regulated buffer of fifty (50) feet along the property lines of public lands and other properties for the purposes of visual screening, stormwater run-off and erosion control, public safety, and buffering potentially incompatible land uses. Variations in the width of this buffer shall be made only in cases of undue hardship and on a site specific review.

Policy ~~I-3.41.3.3~~ I-3.41.3.3: To serve the convenience needs of neighborhoods within urban development areas and rural areas the County shall provide for the location, subject to detailed criteria, of neighborhood commercial uses.

- ~~1. Not exceed 10,000 square feet of gross floor area.~~
- ~~2. Not occupy more than five (5) percent of the district in which the neighborhood commercial use is located.~~

Policy ~~1.3.51.3.4~~: The County shall allow mining activities within areas designated on the Future Land Use Plan Map as "agricultural" Agriculture-1 or Agriculture-2 as a special exception only, subject to the following locational and siting criteria:

~~Whenever a commercially usable mineral resource is identified (through the submission of a land use application for any extraction operation), the area of potential extraction activity associated with the proposed operation shall be identified. No conflicting land uses shall be permitted within such identified area during the period of activity of the extraction operation.~~

~~Environmentally sensitive lands, including wetlands, surface waters, upland habitat adjacent to wetlands and surface waters, floodplains, and endangered and threatened species habitat must be restored after mining to their condition prior to mining, according to type, function, and extent, at the same location. In other areas, restoration shall be required consistent with State law. Restoration shall be based on a restoration plan submitted and approved concurrent with the submission and approval of the application for the mining permit.~~

~~Mining shall be prohibited in environmentally sensitive lands where the restoration of the natural functions of these lands is not feasible in accordance with guidelines of the preceding paragraph. Mining shall also be prohibited within three hundred (300) feet of a residential land use category, except that where opaque fences and/or berms are provided; this setback may be reduced to one hundred fifty (150) feet.~~

~~Policy 1.3.7: The County shall limit the intensity of development by requiring that the length of lots does not exceed 3 times the width of lots for the location of dwelling units within all land use categories which permit dwelling units.~~

Policy ~~1.3.81.3.5~~: The County shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the program's requirements.

OBJECTIVE ~~1.41.4~~: The County shall implement a housing rehabilitation and redevelopment program as needed.

Policy ~~1.4.11.4.1~~: The County shall request federal and state funds to redevelop and renew any identified blighted areas, where the County finds there is a competitive feasibility to receive such funding.

~~OBJECTIVE 1.5: The County shall encourage the elimination or reduction of uses inconsistent with the County's character and proposed future land uses. This shall be accomplished upon Plan adoption through nonconformity provisions.~~

Policy ~~1.5.1~~ The County shall control single ownership noncontiguous nonconforming; lots, structures and uses of land or structures in the following manner:

- ~~(a) Nonconforming lots of record shall be recognized within any zoning district in which single family dwellings are permitted. A single family dwelling may be erected, expanded, or altered on any single lot of record.~~

~~(b) Nonconforming uses of land shall be recognized where the lawful use of land exists which is not permitted by the land development regulations, such use may be continued, so long as it remains otherwise lawful, subject to limitation concerning enlargement, movement, discontinuance and structural addition.~~

~~(c) Nonconforming structures shall be recognized where a structure exists lawfully that would not be permitted to be built under the land development regulations by reason of restrictions on requirements other than use concerning the structure, such structure may be continued so long as it remains otherwise lawful, subject to limitations concerning provisions addressing enlargement or alteration, destruction and movement.~~

OBJECTIVE ~~I.6.1.5~~: The County shall protect historic resources identified in the Florida Master Site File.

Policy ~~I.6.1.5.1~~: The County shall maintain a map and listing of all known prehistoric and historic sites within the County. This list shall be provided in the land development regulations code and shall be reviewed and updated as needed annually by the local planning agency. Prior to the issuance of any development order, preliminary or final, the map and listing shall be consulted to determine whether historical or archeological resources exist on the site proposed for development.

Policy ~~I.6.21.5.2~~: The County shall implement criteria for designating historic structures and sites and further, establish guidelines for the maintenance and adaptive reuse of historic structures and sites. Such criteria and guidelines shall provide for:

1. Designation of historic districts and historic properties.
2. Alterations or new construction in historic districts or involving historic property.
3. Demolition or relocation of structures within a historic district, or classified as historic property.
4. Maintenance of historic property.

OBJECTIVE ~~I.7.1.6~~: The County shall protect natural resources and environmentally sensitive lands ~~(including but not limited to wetlands and floodplains).~~

Policy ~~I.7.1.6.1~~: The County shall protect public potable water wells and their cones of influence. The County shall create wellhead protection areas and zones of exclusion. Zones of exclusion shall consist of all land within a two hundred (200) foot radius of the wellhead wherein no development activities shall be allowed. Wellhead protection areas shall extend for a radius of five hundred (500) feet from the wellhead. Within these areas, the following will be prohibited:

1. Landfills;
2. Facilities for the bulk storage, handling, or processing of materials on the Florida Substance List;
3. Activities that require the storage, use, handling, production, or transportation of restricted substances, agricultural chemicals, petroleum products, hazardous toxic waste, medical waste, and the like;

4. Feedlots or other commercial animal facilities;
5. Wastewater treatment plants, percolation ponds, and similar facilities;
6. Mines;
7. Excavation of waterways or drainage facilities which intersect the water table.

~~Policy 1.7.2 The County shall mitigate the adverse effects of land uses on environmentally sensitive lands. Such mitigation shall contain wetland provisions which prohibit the development of commercial, industrial and waste disposal uses and which allow but tightly control such low intensity uses as recreation, open space, fish and wildlife management and single family residential development at a density not to exceed 1 unit per 5 acres, or the gross density established by the land use district, whichever is less.~~

~~Policy 1.7.31.6.2:~~ As part of the County's development review process the impacts on agricultural and forested areas shall be assessed and identified prior to development approval.

~~Policy 1.7.41.6.3:~~ Environmentally sensitive land shall be identified for protection. Floodprone area mapping, U.S. Geological Survey topographic mapping, soils maps, and the resources of the North Central Florida Regional Planning Council, Suwannee River Water Management District, and affected State agencies shall be used as resources for environmentally sensitive lands identification. These environmentally sensitive lands shall include, but not be limited to, wetlands, floodprone areas, areas designated as prime groundwater aquifer recharge areas and critical habitat areas for designated rare, threatened, endangered, or species of special concern.

~~Policy 1.7.51.6.4:~~ The County shall protect groundwater aquifer recharge areas by: preventing drainage wells and sinkholes to be used for stormwater disposal, including well construction, modification and closure regulations; and by establishing regulations which prohibit the discharge and protect against accidental releases of hazardous or toxic materials to the soils or groundwater. These provisions will be applied to all Prime Natural Groundwater Aquifer Recharge Areas, Blue Spring, Campbell Sink, Johnson Sink, Madison Stream/Sink Recharge Area, Patterson Sink, Indian Lake Sink and Rogers Sink.

~~Policy 1.7.61.6.5:~~ The County shall minimize the direct surface run-off into Blue Spring by employing stormwater management and land use design controls.

~~Policy 1.7.71.6.6:~~ In areas designated "agriculture" and "conservation" on the Future Land Use Map, silvicultural shall be subject to the following provisions:

- ~~1.(a)~~ Permit existing bona-fide agricultural pursuits that were lawful prior to adoption of the comprehensive plan;
- ~~2.(b)~~ Allow silvicultural activities subject to the following provisions:
 - ~~a.1-~~ Silviculture activities will be required to follow the best management practices as outlined in the publications titled "Silviculture Best Management Practices Manual" and "Management Guidelines For Forested Wetlands in Florida", Florida Department of Agriculture and Consumer Service, Division of Forestry, editions in effect at the time of plan adoption, and the requirements of Chapter 373 and 403, F.S.

Policy ~~I-10-11.6.7~~: The County shall restrict new development within unsuitable areas due to flooding, improper drainage, wetlands, steep slopes, rock formations and adverse earth formations, unless acceptable methods are formulated by the developer and approved by the County to solve the problems created by the unsuitable land conditions.

OBJECTIVE ~~I-81.7~~: The County shall coordinate its planning and land development regulatory activities with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes.

Policy ~~I-8-11.7.1~~: The County shall require that all proposed development which is subject to the provisions of any regional resource planning and management plan be consistent with such plan and that the proposed development be reviewed for such consistency during the development review process.

~~OBJECTIVE I.9 — The County shall promote water quality protection by requiring that prior to County development review, within the drainage basin of any designated priority water body, proposed subdivision plats, site plans, and development plans must be submitted to the Suwannee River Water Management District for a determination of the consistency of the proposed development plan with any affected basin management plan. Further, appropriate regional, state and federal agency permits shall be issued prior to the issuance of the County Development permit.~~

Policy ~~I-9-11.7.2~~: The County shall require the review of submission of development plans for all ~~all proposed subdivision plats and site and development plans within the drainage basin of any designated priority water body to be by the Water Management District for review and comment as to the consistency of the proposed development with any approved management plan, within such basin prior to development review by the County. Further, appropriate regional, state and federal agency permits shall be issued prior to the issuance of the County Development permit.~~

~~OBJECTIVE I.10 — The County shall coordinate the location of land uses with local soil conditions and topography as shown on maps of the United States Department of Interior Geological Survey topographic information and soil conditions as identified within the United States Department of Agriculture Soil Conservation Service Soil Survey for the County.~~

~~OBJECTIVE I. 11 — The County shall allow development only where public facilities meet or exceed the adopted level of service standard.~~

OBJECTIVE ~~I-121.8~~: The County shall review innovative land development regulatory techniques for applicability to County growth management. These techniques shall include Planned Unit Development and mixed use.

Policy ~~I-12-11.8.1~~: The County shall administer its adopted land development code for implementation of the Comprehensive Plan. At a minimum these regulations shall:—manage future growth and development to implement the Comprehensive Plan by taking action to:

- (a) Regulate the subdivision of land;
- (b) Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;
- (c) Protect environmentally sensitive lands identified within the Conservation Element;

- (d) Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- (e) Protect public potable water wellfields and aquifer recharge areas;
- (f) Regulate signage;
- (g) Ensure safe and convenient on-site traffic flow and vehicle parking needs; and
- (h) Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan.

Policy ~~I.3.6~~1.8.2: The County's land development ~~regulations~~ code shall include provisions for drainage, stormwater management, open space, convenient on site traffic flow and needed vehicle parking for all development.

Policy 1.8.3: In conjunction with the land development code the County shall maintain a system to determine potential impacts caused by proposed development activities. As a minimum the following criteria shall be evaluated.

- 1. Availability of facilities and services;
- 2. Suitability of site conditions including topography and soils;
- 3. Ingress and egress;
- 4. Drainage and stormwater management;
- 5. Vehicular traffic, including on-site parking;
- 6. Required permits of other governmental agencies;
- 7. Noise;
- 8. Lighting;
- 9. Public safety and/or potential to create a public nuisance;
- 10. Impacts on natural resources; and
- 11. Potential for production of greenhouse gases.

~~Policy I.13.1 The County shall implement criteria for the siting of essential services. These criteria shall provide exclusionary or protective measures for land areas designated for conservation, wellfield protection and other environmentally sensitive lands such as floodplains, wetlands and critical habitat areas. Approval for essential services shall be by special exception and for essential services to be approved within wetlands and environmentally sensitive areas, it must be shown:~~

- ~~1. That they cannot be reasonably located out of these environmentally sensitive areas.~~
- ~~2. Once such facilities are in place, i.e. underground transmission lines, any disturbed wetlands must be restored.~~
- ~~3. No such development can be permitted within wetlands unless the applicant has secured the necessary proper state and federal approvals.~~
- ~~4. No such development can be approved which disrupts, alters, or destroys the functioning of a major natural or pre-existing man-made drainage feature or facility.~~

~~OBJECTIVE I.14 Public uses, including a broad variety of public and quasi-public activities such as government buildings, public works complexes, hospitals, nursing homes and churches,~~

~~shall be allowed by special exception within any zoning district. Public uses shall be restricted in environmentally sensitive areas by the following criteria:~~

- ~~1. Such public uses can only be approved within wetland areas if they cannot be reasonably located out of these environmentally sensitive areas.~~
- ~~2. Public uses, if approved, must allow disturbed wetlands to be restored as they were prior to development.~~
- ~~3. No such development can be approved within wetlands unless applicant has secured the necessary proper state and federal approvals.~~
- ~~4. No such development can be approved which disrupts, alters, or destroys the functioning of a major natural or pre-existing man-made drainage feature or facility.~~

~~Public uses approved in all other areas must show the following standards:~~

- ~~1. General compatibility with adjacent property and other property within the zoning districts.~~
- ~~2. Consistency with the Comprehensive Land Use Plan.~~
- ~~3. A finding that the proposed use will not create excessive traffic congestion or otherwise affect public safety.~~

~~Policy I.14.1 Public uses except for correctional/prison facilities shall be permitted within any zoning district by special exception and shall not require an amendment to the Future Land Use Plan Map. Public Uses include structures or grounds used by a private institution, municipal, county (including school board) regional, state, or federal entity for a public service.~~

~~Policy I.14.2 Existing publicly owned or operated correctional/prison facilities shall be allowed to expand within the current parcel area (either owned or under option) to meet future demands, providing such expansion is in conformity with the requirements of the comprehensive plan and land development code.~~

~~Any new publicly owned or operated correctional/prison facilities shall be allowed only within the Agriculture 1 and 2 land use classifications, subject to the following minimum conditions and restrictions:~~

- ~~1. Minimum parcel size of 400 acres.~~
- ~~2. Exclusive of road access, the parcel perimeter shall not be located within ¼ mile of a federal or state highway or a county major-collector roadway.~~
- ~~3. The parcel perimeter shall not be within 1 mile of any existing recorded subdivision or within ½ mile of any existing private residence.~~
- ~~4. All required infrastructure (water, sewer, drainage, roads, etc.) shall be provided and maintained by the agency which owns or operates the facility.~~
- ~~5. All development shall be in conformity with the requirements of the comprehensive plan and land development code, including special exception provisions.~~

~~OBJECTIVE 1.15.9: Protect airports within Madison County shall be protected from nearby developments through the implementation of the future land use element and the land development code, continuation of the present Madison County airport zoning restrictions.~~

~~Policy 1.15.11.9.1: Airport land use restrictions shall be provided within the County's land development regulations code which include special requirements to apply to each permitted use so that no use may be made of land or water adjacent to any airport which will interfere with the operation of airborne aircraft.~~

~~OBJECTIVE 1.16 — For both urban development areas and rural areas, the County shall establish an annual permit cap limiting the number of permits for residential units on lots exceeding allowable densities in A1 and A2 classifications. Further, the County shall monitor all new development, the results of which shall be used as the basis for future amendments to the comprehensive plan.~~

~~Policy 1.16.1 Within the Agriculture 1 and Agriculture 2 land use classifications, a limited number of new single family residential dwelling units which exceed the maximum agricultural densities provided in Policies 1.1.6 and 1.2.2 shall be allowed in accordance with the following criteria:~~

- ~~1. — An annual move on permit or certificate of occupancy cap of not more than 25 single family residential dwelling units shall be established.~~
- ~~2. — Each new single family residential dwelling unit permitted shall front on an existing publicly maintained road.~~
- ~~3. — The minimum lot size shall not be less than three (3) acres, except for the use of family homesteads, as provided in Policy 1.2.3.~~
- ~~4. — No lot, parcel or tract of land shall be divided more than once annually to provide for a new single family residential dwelling unit.~~
- ~~5. — No individual shall be issued more than one (1) move on permit or certificate of occupancy annually.~~
- ~~6. — A move on permit or certificate of occupancy issued for a residential dwelling unit which meets the maximum agricultural densities in Policies 1.1.6 and 1.2.2 shall not be counted toward the cap.~~
- ~~7. — With the exception of density, all other applicable requirements of this plan shall be met.~~
- ~~8. — If the annual cap is reached, the County shall initiate a plan amendment to increase the cap based upon relevant data and analysis, including recent growth trends.~~

~~Policy 1.16.2 The County shall monitor the character, location, density, intensity, distribution and extent of all new development. The results of the development monitoring shall be used as the basis for future amendments to the comprehensive plan dealing with land use classifications and the appropriate densities and intensities of uses within each classification. The Future Land Use Map and associated land use policies shall be amended as necessary, consistent with the data and analysis.~~

SUWANNEE RIVER SYSTEM

100-YEAR FLOODPLAIN SPECIAL PLANNING AREA

~~OVERALL GOAL 2: TO PROTECT AND MAINTAIN THE NATURAL FUNCTIONS OF THE SUWANNEE RIVER SYSTEM (DEFINED AS THE 100-YEAR FLOODPLAINS OF THE SUWANNEE RIVER AND THE WITHLACOOCHIE RIVER IN MADISON COUNTY) INCLUDING FLOODWATER STORAGE AND CONVEYANCE, WATER QUALITY ASSURANCE, AND FISH AND WILDLIFE HABITAT, WHILE ALLOWING FOR THE APPROPRIATE USE AND DEVELOPMENT OF THE LAND.~~

~~OBJECTIVE S.12.1: To help ensure that development proposals and activities wholly or partially within the 100-year floodplain of the Suwannee River system are conducted in accordance with the physical limitations of this environmentally sensitive area, the County shall coordinate with all agencies with jurisdiction within the 100-year floodplain of the Suwannee River system to provide for affected agency review prior to the issuance of a County development permit. Further, the use of septic tanks shall be regulated in accordance with the provisions of Chapter 40D-6, FA.C.~~

~~Policy S.1.12.1.1: The County shall request the Suwannee River Water Management District to provide a complete set of topographic maps delineating the 100-year and 10-year flood elevations within the County's jurisdiction along the Suwannee River system.~~

~~Policy S.1.22.1.2: The County shall notify the Suwannee River Water Management District of preliminary subdivision plats, site and development plans, rezoning or reclassification of lands, and special exception hearings within the 100-year floodplain of the Suwannee River system. The purpose of such notification is to provide opportunity for the District to coordinate, among appropriate agencies, the review and commenting on the potential impact of such plans or proposals on the natural resources of the Suwannee River system. The review and comment period shall be within the development review time frames established in the County's Land Development Regulations.~~

~~Policy S.1.32.1.2: The review of preliminary subdivision plats and site and development plans within the 100-year floodplain of the Suwannee River system shall be based on the best available information regarding the physical characteristics of the site, including floodplain and wetlands delineation, soil conditions, vegetative cover, and critical wildlife habitat areas.~~

~~OBJECTIVE S.22.2: The County shall protect unique natural areas within the Suwannee River system, including but not limited to springs and spring runs, critical habitat areas for fish and wildlife, unique vegetative communities, and public recreation areas.~~

~~Policy S.2.12.2.1: The County shall provide for the evaluation of unique natural areas within the 100-year floodplain of the Suwannee River system during the development review process. The identification of such areas shall be based on the best available information provided by the Suwannee River Water Management District or other appropriate sources, including but not limited to land cover and vegetative mapping, resource investigations, and special site investigations. Strategies for protecting unique natural areas shall be coordinated with state and regional resource management agencies.~~

~~Policy S.2.22.2.2: The County shall require an undisturbed regulated buffer along the property lines of public lands within the 100-year floodplain of the Suwannee River system for the purposes of visual screening, stormwater runoff and erosion control, public safety, and buffering potentially incompatible land uses. The width of such buffering shall be established as a cooperative effort with the Suwannee River Water Management District. Variations in the width of this buffer shall be made only for cases of undue hardship and on a site-specific review.~~

~~Policy S.2.32.2.3: The County shall participate in the acquisition planning process of state and regional agencies for lands and unique natural areas located within the 100-year floodplain of the Suwannee River system.~~

~~Policy S.2.42.2.4: The County shall monthly monitor the use of County-owned facilities on or within the 100-year floodplain of the Suwannee River system to ensure that the public use of these facilities does not threaten the facility or adjacent natural resources. Such facilities shall be maintained in order to prevent any potential adverse impacts to the Suwannee River system such as erosion, release of inadequately treated stormwater or wastewater, or the accumulation of trash and debris.~~

~~Policy S.2.52.2.5: The County shall designate publicly owned springs, spring runs, unique vegetative communities and critical habitats within the Suwannee River system as conservation on the Future Land Use Plan Map.~~

~~OBJECTIVE S.32.3: The County shall protect the 100-year floodplain of the Suwannee River system by regulating land use types, densities and intensities for all lands within it.~~

~~Policy S.3.12.3.1: The County hereby recognizes those lands within the County's jurisdiction lying within the 100-year floodplain of the Suwannee River system as environmentally sensitive.~~

~~Policy S.3.22.3.2: The lands within the 100-year floodplain, as designated by the Federal Emergency Management Agency, Flood Insurance Rate Map, as amended, of the Suwannee River System, which are located outside of the designated urban development areas shall maintain an average lot size of 10 acres. This designated corridor area shall conform with the following densities: dwelling units may be clustered on smaller lots with no lot being less than 5 acres, if the site is developed as a Planned Residential Development and a density of 1 dwelling unit per 10 acres be maintained on site. All lots within this designated corridor shall have a length to width ratio no greater than 3 to 1. In addition, the County's land development regulations shall allow normal silvicultural and non-intensive agricultural activities which are suited to soil conditions, but shall prohibit the location of intensive agricultural uses (the term intensive agriculture means all areas of concentrated animal density generally associated with dairy cattle operations) and non-residential uses such as industrial activities and commercial uses within these areas, although resource-based activities, such as campgrounds of less than 100 campsites, may be allowed as special exceptions).~~

~~Policy S.3.32.3.3: The County shall require the vacating or replacing of those portions of unimproved, undeveloped, and unrecorded subdivisions containing lots of record within the 100-year floodplain of the Suwannee River system which do not meet the minimum lot area requirements based upon density standards established in the County's Comprehensive Plan.~~

~~Policy S.3.42.3.4: The County shall, inside designated urban development areas within the 100-year floodplain of the Suwannee River system, limit dwelling unit density of residential uses to no greater than one (1) dwelling unit per acre, and each individual parcel conforms to all applicable state and County regulations. Further, septic tanks shall be prohibited in the 10-year flood plain unless it can be shown that there is no negative environmental impact to the Suwannee River due to the allowance of said septic tank.~~

~~Policy S.3.52.3.5: The County shall require that a minimum undisturbed, vegetated buffer of seventy-five (75) feet measured from the generally recognized river bank of the Suwannee River be maintained for all single-family residential uses. Other land uses shall conform with the variable buffer requirements contained in Rule 40BA.3030(4), F.A.C., as administered by the~~

~~Suwannee River Water Management District. Exception may be made for the provision of reasonable access to the river. A minimum undisturbed, vegetated buffer of fifty (50) feet shall be required around all other streams tributary to the Suwannee River system. Agricultural and silvicultural operations shall at a minimum adhere to the buffer standards of established Best Management Practices.~~

~~OBJECTIVE S.42.4: All development and redevelopment occurring in the 100-year floodplain of the Suwannee River system shall meet the building and design standards of the National Flood Insurance Program, the County, and the Suwannee River Water Management District.~~

~~Policy S.4.12.4.1: The County shall conform to the National Flood Insurance Program requirements for construction activities undertaken in the 100-year floodplain of the Suwannee River system.~~

~~Policy S.4.22.4.2: The County shall require that all habitable structures be elevated no less than one foot above the 100-year flood elevation, without the use of fill materials in the regulatory floodway of the Suwannee River system.~~

~~Policy S.4.32.4.3: The County shall require that all road construction and improvement projects within the 100-year floodplain of the Suwannee River system be designed in such a manner as to avoid any increase in floodway obstruction, any increase in floodway obstruction, any increase in the peak rate or volume of stormwater runoff, and any increase in pollutant loading to the receiving waters.~~

CONSERVATION ELEMENT

INTRODUCTION

The following goal, objectives and policies constitute the Conservation Element providing for the promotion of the conservation, use and protection of the County's natural resources. The data collected for this plan element and analysis of this data, contained in the County's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of this Comprehensive Plan.

Conservation uses are defined as activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and within this plan includes areas, which are publicly owned and designated for such purpose as flood control, protection of quality or groundwater or surface water, floodplain management, or protection of vegetative communities of wildlife habitats.

The Future Land Use Plan addresses conservation future land use as defined above. The conservation future land use category shown on the Future Land Use plan use Plan map identifies public lands which have been designated "conservation" for the purpose of protecting natural resources or environmental quality.

The Future Land Use Plan map series includes the of flood prone areas, wetlands, existing and planned waterwells, rivers, bays, lakes, minerals and soils, which are lands cover features, but are not land uses. Therefore, although these natural resources are identified within the Future Land use map series, they are designated on the on the Future Land Use maps conservation areas. However, the constraints on future land uses of these natural resources are addressed in the following goal, object and policy statements.

SECTION 5. CONSERVATION ELEMENT GOAL, OBJECTS AND POLICIES

GOAL 1V – CONSERVE, THROUGH APPROPRIATE APPROPRIATE USE AND PROTECTION, THE REESOURCES RESOURCES OF THE COUNTY TO MAINTAIN THE INTEGRITY OF NATURAL FUNCTIONS.

OBJECTIVE V.4.1.1 The County land development ~~regulations~~ code shall include best management practices for the conservation, appropriate use and protection of natural resources, fisheries, wildlife and wildlife habitats.

Policy V.4.4 The County shall cooperate with the Florida Department of Environmental Protection in the inventorying and monitoring aquaculture activities within the County.

Policy V.4.51.1.1 The County shall address during the development review process the mitigation of development activities within environmentally sensitive areas, which include but are not limited to those areas identified as regionally significant areas within the Future Land Use Map Series Appendix of this Comprehensive Plan to ensure that the possible impacts created by the proposed development activity will not significantly alter the natural functions of the these significant natural resources.

Policy 1.1.2 The County shall provide for the evaluation of regionally significant natural areas during the development review process. The identification of such areas shall be based on the best available information provided by the Suwannee River Water Management District or other appropriate sources, including but not limited to land cover and vegetative mapping, resource investigations, and special site investigations. Strategies for protecting regionally significant natural areas shall be coordinated with state and regional resource management agencies.

Policy 1.1.3 The County shall participate in the acquisition planning process of state and regional agencies for lands and regionally significant natural areas.

Policy V.4.5.1: ~~The County shall continue to object to dredge and fill construction permit requests that may endanger the sensitive native vegetation communities found within the environmentally sensitive lands of the County.~~

Policy V.4.61.1.4 The County shall require special review criteria, as identified in the Land Development Code, for all developments containing regionally significant natural areas ~~natural resource protection areas~~ prior to the issuance of any development permit.

Policy V.4.71.1.5 Natural Resource Management Areas.

A: Natural Resource Management Areas means an area located within Madison County which area is characterized by one or more of the following:

1. ~~Jurisdictional wetlands A wetland (connected) and including wetland fringe areas which are essential for maintaining the hydro-period of the wetland. For the purposes of this definition, wetlands mean lands that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, sloughs, wet prairies, bay heads, cypress domes and strands, riverine swamps and marshes, hydric, seepage slopes, and similar areas.; OR~~
2. A wetland or upland habitat for a species listed as either "threatened" or "endangered" by the ~~F~~ Florida Game and Fresh Water Fish and Wildlife Conservation Commission. For the purposes of this Chapter, the location of habitat areas shall be as established by the ~~Game and Freshwater Fish and Wildlife Conservation Commission~~ Commission based on area-wide studies of individual sites; OR
3. An area within five hundred (500) feet of a public potable water wellfield; OR
4. An area within two hundred (200) feet of a historic structure or site or known or suspected archaeological site which is eligible for listing on the National Register of Historic Places. For the

purposes of this Chapter, a site will be considered eligible if it is listed on the National Register ~~of or~~ if it is included on the Master Archaeological Site File maintained by the Bureau of Historic Preservation, Florida Secretary of State.; OR

5. Specific designated areas within the ~~one hundred (100)~~ 100-year floodplain.

B. Development proposed in or near Natural Resource Management Areas shall be designed so as to maximize the ability of a Natural Resource Management Area to function in an undisturbed natural condition. The following general standards for developments shall be applied to all Natural Resource Management Areas:

1. Uses and activities within Natural Resource Management Areas shall be limited to those uses and activities which by their nature must be located within these areas, or which are compatible with the need for resource management and protection. Uses and activities on other lands which might create an adverse impact on Natural Resource Management Areas ~~shall be designed so as to reduce or eliminate such Areas~~ shall be designed so as to reduce or eliminate such impacts. The County Commission may require the rearrangement of uses or activities, including density, on a site plan or the rearrangement of lots within a subdivision in order to minimize the impact of such uses on Natural Resource Management Areas.
2. Use of planned unit development design is required for development located within or near Natural Resource Management Areas.
3. Site Plan review for development approval shall be required to include the designation of wetlands by a professionally conducted survey. ~~If determined and verified by the County Coordinator that wetlands may be on the site. Sources that the County Coordinator that wetlands may be on the site. Sources that the County Coordinator may use include, but are not limited to the USGS Soils Map, Landsat Map, and National Areas Wetland Inventory Map.~~

~~Policy V.4.81.5.9~~ In order to adequately protect within natural resource management areas from development, the following standards will be applied:

- ~~1. Within areas designated "Highway Interchange", on the Future Land Use Map, and for uses within areas designated as floodprone, high aquifer recharge, or wetlands on the Future Land Use Map Series and for which a site plan is required, all development proposals shall be accompanied by evidence that an inventory of wetlands; soils posing severe limitation to construction; unique habitat; endangered species of wildlife and plant; and areas prone to periodic flooding has been conducted. Where development is determined to encroach upon a resource, in order to ensure the protection, preservation, or natural functions~~

~~of the resource, a specific management plan shall be prepared by the developer, which includes necessary modifications to the development, specific setbacks and buffers, and clustering of development away from site resources. In order to assure that the improvements necessary for environmental mitigation are constructed as approved by Madison County, the developer shall post to the County, a bond at least equal to the cost of the improvements.~~

- ~~2. A professionally conducted survey of native vegetative communities shall be required for all proposed development sites of fifty (50) acres or more where native habitat exists on the site. This survey shall be conducted by an ecologist, biologist, or similar professional, and shall include an inventory of wildlife, as well as state and federally listed endangered and threatened plant and animal species, and species of special concern. Site surveys shall address the following:~~
 - ~~a. The size and distribution of the native habitat.~~
 - ~~b. Wildlife and listed species populations within the proposed development site.~~
 - ~~c. The feasibility of and viability of on-site protection and management.~~
 - ~~d. Whether the proposed development site includes a wildlife corridor and the feasibility of maintaining the wildlife corridor.~~
- ~~3. Upland and wetland/aquatic habitat shall be connected wherever possible to create a mosaic of upland and wetland/aquatic habitat.~~
- ~~4. Clearing of native habitat shall be prohibited prior to development, meaning that clearing for uses other than legitimate agricultural and silvicultural uses shall be defined to be clearing as an adjunct to construction, and shall be subject to all provisions in the plan that apply to development.~~
- ~~5. The County shall encourage the establishment of conservation easements preservation areas for new development containing endangered, threatened species of special concern on-site for the purposes of protecting significant wildlife habitat consistent with state and federal law.~~
- ~~6. If state and/or federally listed endangered and threatened wildlife and species of special concern is found on developable sites, coordination will be initiated the County with the Game and freshwater Fish Commission and other applicable agencies to assure adequate protection of these wildlife populations consistent with state and federal.~~

~~7. Prior to issuance of a development permit, in order to identify the location and character of historical and archaeological resource, the County shall coordinate with the Florida Department of State, Division of Historical Resources.~~

Policy ~~V.4.9~~1.1.6 Where a site for development is affected by more than one resource (such as a wellfield located in a wetland), all standards shall apply collectively, with the more restrictive standard applying in the case of a conflict. Where meeting one standard would have the effect of violating another, the County Commission shall determine how the standards shall apply.

Policy ~~V.3.41~~1.1.7 The County shall require ~~within the land development regulations,~~ that any mining permit be coordinated with the Florida Department of Environmental Protection so that areas disturbed by mining activities are reclaimed to productive and beneficial use.

Policy ~~V.3.31~~1.1.8 The County shall require, during the development review process that multiple use of forest resources, where appropriate, be required to provide for timber production, recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.

Policy ~~V.3.41~~1.1.9 The County shall cooperate with adjacent local governments, other governmental entities, research and interest groups to conserve and protect unique vegetative communities located within the County and adjacent local government jurisdictions.

Policy ~~V.4.41~~1.1.10 The County ~~may~~ shall cooperate with the Florida ~~Game and Fresh Water Fish and Wildlife Conservation~~ Commission in the monitoring and inventorying of wildlife and wildlife habitats within the County.

Policy ~~V.4.21~~1.1.11 The County ~~may~~ shall assist in the application and compliance with all Federal and state regulations which pertain to endangered and rare species.

Policy ~~V.4.31~~1.1.12 The County ~~may~~ shall consult with the Florida ~~Game and Fresh Water Fish and Wildlife Conservation~~ Commission prior to the issuance of a development order where there is an indication that such issuance would result in an adverse impact to any endangered or rare species.

~~OBJECTIVE V.1~~Policy 1.1.13 The County shall implement provisions within the site plan review process to protect air quality by requiring the appropriate siting of development and associated public facilities.

~~POLICY V.1.1~~Policy 1.1.14 The County shall require that all appropriate air quality permits are obtained prior to the issuance of development orders, so that minimum air quality levels established by the Florida Department of Environmental Protection are maintained in the County.

~~OBJECTIVE V.2.1~~1.2 The County shall implement land development regulations. For the conservation, appropriate use and protection of the quality and quantity of current and projected water sources, water recharge areas and public potable water wells.

Policy ~~V.2.11.2.1~~

The County, as part of the development review process, shall require the coordination of development plans with the Florida Department of Environmental Protection and the Water Management District to assist in the monitoring of uses which may impact the County's current and projected water sources.

Policy ~~V2.21.2.2~~

The County's land development regulations shall prohibit uses within or adjacent to the surface waters of the County which degrade the present water quality classification, as established by the rules of the Florida Department of Environmental Regulation.

GENERIC SUBSTANCES LIST

Reportable substances include the generic items listed below and by-products, reaction products and waste products generated from their use, handling, storage or production.

~~Acid and basic cleaning solutions~~
~~Anti-freeze and coolants~~
~~Arsenic and arsenic compounds~~
~~Bleaches, peroxides~~
~~Brake and transmission fluid~~
~~Brine solution~~
~~Casting and foundry chemicals~~
~~Caulking agents and sealants~~
~~Cleaning solvents~~
~~Corrosion and rust prevention~~
~~Cutting solutions~~
~~Decreasing solvents~~
~~Disinfectants~~
~~Electroplating solutions~~
~~Explosives~~
~~Fertilizers~~
~~Fire Extinguishers~~
~~Food processing wastes~~
~~Formaldehyde~~
~~Fuels and additives~~
~~Flues, adhesives and resins~~
~~Greases~~
~~Hydraulic fluid~~
~~Indicators~~
~~Industrial and janitorial supplies~~
~~Industrial sludges and stillbottoms~~
~~Inks, printing and photocopying and chemicals~~
~~Laboratory chemicals~~
~~Liquid storage batteries~~
~~Medical pharmaceutical, dental veterinary and hospital solutions~~
~~Mercury and mercury compounds~~
~~Metal finishing solutions~~
~~Oils~~
~~Paints, primers, thinners, dyes, stains, wood preservations, varnishing and cleaning compounds~~

_____	Painting solvents
_____	PCB's
_____	Pesticides and herbicides
_____	Plastic resins, plasticizers and catalysts
_____	Photo development chemicals
_____	Poisons
_____	Polishes
_____	Pool chemicals
_____	Radioactive sources
_____	Processed dust and particulates
_____	Reagents and standards
_____	Refrigerants
_____	Roofing Chemicals and sealers
_____	Sanitizers, disinfectants, bactericides and algacides
_____	Soaps, detergents and surfactants
_____	Solders and fluxes
_____	Stripping and compounds
_____	Tanning industry chemicals
_____	Transformer and capacitor oils/fluids
_____	Water and wastewater treatment chemicals

- Policy ~~V.2.31.2.3~~ The County shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands by the state of Florida, Water Management District, or U. S. Government, under programs administered by the U. S. Department of Interior, Florida Department of Natural Resources of the land acquisition programs of the Water Management District.
- Policy ~~V.2.51.2.4~~ The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy ~~V.2.91.2.5~~ The County shall cooperate with the Water Management District in their conducting of water conservation programs.
- Policy ~~V.2.101.2.6~~ The County shall comply with the plans of the Water Management District for the emergency conservation of water sources.
- Policy ~~V.2.13~~ ~~The County shall only allow hazardous or bio-medical waste treatment facilities as special exceptions within areas designated rural development. Further, the County's land development regulations shall include conditions for such approval of a hazardous or bio-medical waste treatment facility as a special exception regarding the location, site design, buffer requirements, access to principal arterials and major intersections, requirements for appropriate public facilities, and requirements which consider wind currents in relationship to population centers, which will direct any incinerated materials or noxious odors from these population centers. In no case shall a hazardous or bio-medical waste treatment facility be located within an Environmentally Sensitive Area as designated within this Comprehensive Plan.~~

- Policy ~~V.2.141.2.7~~ The County's ~~land development regulations~~ shall require a 75-foot regulated natural buffer adjacent to the Suwannee, Withlacoochee, and Aucilla Rivers identified on the Future Land Use Map Series ~~all perennial rivers, streams and creeks identified as regionally significant areas within the Appendix of this Comprehensive Plan~~ and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow agriculture, silviculture and resource-based recreational activities within buffer areas subject to best management practices, the rules of the Suwannee River Water Management District and other applicable rules and regulations.
- Policy ~~V.2.151.2.8~~ The County's ~~land development regulations~~ shall require a 50-foot regulated natural buffer adjacent to all other perennial rivers, streams and creeks and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow agriculture, silviculture and resource-based recreational activities within buffer areas subject to best Management District and other applicable rules and regulations.
- Policy ~~V.2.15~~ ~~The County request natural reservations in situations where it is appropriate to protect areas containing significant natural resources.~~
- Policy ~~V.2.16~~ ~~The County shall request natural reservations in situations where it is appropriate to protect areas containing significant natural resources.~~
- Policy ~~V.2.141.2.9~~ The County shall, as part of the developmental review process, limit development to low density and non-intensive uses in prime groundwater aquifer recharge areas designated by the Water Management District, in order to maintain the natural features of these areas.
- Policy ~~V.4.141.2.10~~ All new development and redevelopment within a high recharge area shall not reduce the aquifer recharge quality or quantity ~~quantify~~ (volumes and rates). Subsurface storage and flow shall stimulate pre development natural conditions.
- Policy ~~V.4.151.2.11~~ Hazardous waste handling and storage within high recharge areas shall meet all applicable federal and state requirements prior to issuance of any development orders.
- Policy ~~V.2.121.2.12~~ The County as part of the development review process shall require the maintenance of the quantity and quality of surface water runoff within freshwater stream to sink watersheds by prohibiting any development which may diminish or degrade the quality and quantity of surface water runoff within the County.
- Policy 1.2.13 All development near a known sinkhole will maintain at least a fifty (50) ~~50-foot~~ buffer from such formations. Additionally, no sink formation shall be filled or excavated, and no debris placed adjacent to the sink, until a professional investigation has been conducted to determine what actions are necessary to protect adjacent property and ground water quality.
- Policy ~~V.2.A1.2.14~~ Development of Industrial areas located in fracture zones, areas of known/sinkhole formation, and Karst topography features will be required (at the Developer's expense) to be checked by ground penetrating radar

to identify underground cavities and areas of potential sinkholes, will be so identified from the data gathered by the Department of Environmental Protection, or the Suwannee River Water Management District

Policy V.2.B1.2.15 Industries and businesses using hazardous materials shall avoid using sites with known underground Cavities and sites with potential for sinkhole formation (RPC, LGV, DER).

Policy 1.2.16 The following standards shall apply to all public water wells and cones of influence:

1. The installation of septic tanks within 200-feet of public potable water wells shall be prohibited.
2. Land uses which store, transfer, or use hazardous materials shall not be permitted within 200-feet of public potable water wells.
3. Underground storage tanks containing gasoline, diesel fuel, or other hazardous substances shall not be permitted within 300-feet of public potable water wells.

~~OBJECTIVE V.2.1 Floodplains in Madison County will be protected by requiring development to be conducted within the physical limits of this environmentally sensitive resource in accordance with the following policies:~~

OBJECTIVE 1.3: The County shall protect the 100-year floodplain by regulating land use types, densities and intensities for all lands within it in order to maintain the flood-carrying and flood storage capacities of the floodplains and reduce the risk of property damage and loss of life.

~~Policy V.2.71.2.7 The County's land development regulations shall provide for the regulation of development within 100-year floodplains in order to maintain the flood-carrying and flood storage capacities of the floodplains and reduce the risk of property damage and loss of life.~~

~~Policy V.2.1.11.3.1 "Floodplain" shall be defined as the one hundred (100) 100-year floodplains shown on the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency, effective July 16, 1994.~~

Policy 1.3.2 The County shall request the Suwannee River Water Management District to provide a complete set of topographic maps delineating the 100-year and 10-year flood elevations within the County's jurisdiction.

Policy 1.3.3 To help ensure that development proposals and activities wholly or partially within the 100-year floodplain are conducted in accordance with the physical limitations of this environmentally sensitive area, the County shall coordinate with all agencies with jurisdiction within the 100-year floodplain to provide for affected agency review prior to the issuance of a County development permit. Further, the use of septic tanks shall be regulated in accordance with the provisions of Chapter 64E-6, F.A.C.

Policy 1.3.4 All development and redevelopment occurring in the 100-year floodplain of the Suwannee River system shall meet the building and design

standards of the National Flood Insurance Program, the County, and the Suwannee River Water Management District.

Policy 1.3.5 The County shall require an undisturbed regulated buffer along the property lines of public lands within the 100-year floodplain of the Suwannee River system for the purposes of visual screening, stormwater runoff and erosion control, public safety, and buffering potentially incompatible land uses. The width of such buffering shall be established as a cooperative effort with the Suwannee River Water Management District. Variations in the width of this buffer shall be made only for cases of undue hardship and on a site-specific review.

Policy 1.3.6 The lands within the 100-year floodplain, as designated by the Federal Emergency Management Agency, Flood Insurance Rate Map, as amended, which are located outside of the designated urban development overlay shall maintain an average lot size of 10 acres. This designated corridor area shall conform with the following densities: dwelling units may be clustered on smaller lots with no lot being less than 1 acre, if the site is developed as a planned residential development and a density of 1 dwelling unit per 10 acres be maintained for the total site. (Excluded are existing platted subdivisions)

Policy 1.3.7 The County may consider the vacating or replacing of those portions of unimproved, undeveloped, and unrecorded subdivisions containing lots of record within the 100-year floodplain which do not meet the minimum lot area requirements based upon density standards established in the County's Comprehensive Plan.

Policy 1.3.8 Within the urban development overlay within the 100-year floodplain of, the County shall limit dwelling unit density of residential uses to no greater than one (1) dwelling unit per acre, and each individual parcel shall conform to all applicable state and County regulations.

Policy V.2.C ~~There shall be no septic tanks placed within the 10-year floodplain of the Suwannee River System unless there is no negative environmental impact to the Suwannee River.~~

Policy V.2.D1.3.9 No hazardous materials or hazardous waste shall be stored within the floodplain.

Policy V.2.1.21.3.10 Development on sites which include areas within the ~~one hundred (100)~~ 100-year floodplain shall be required to be located outside of the floodplain wherever possible.

Policy V.2.1.31.3.11 Subdivisions shall be required to include buildable area outside of the floodplain on each lot, wherever possible.

Policy V.2.1.41.3.12 Fill within floodplains shall be limited to the minimum which is necessary for development and access.

Policy V.2.1.51.3.13 Fill shall be placed and designed so as to minimize interference with natural water flows.

- Policy 1.3.14 The County shall require that all habitable structures be elevated no less than two feet above the 100-year flood elevation, without the use of fill materials in the regulatory floodway of the Suwannee River system.
- Policy 1.3.15 The County shall require that all road construction and improvement projects within the 100-year floodplain of the Suwannee River system be designed in such a manner as to avoid any increase in floodway obstruction, any increase in the peak rate or volume of stormwater runoff, and any increase in pollutant loading to the receiving waters.
- Policy 1.3.16 The County shall monitor the use of County-owned facilities on or within the 100-year floodplain of the Suwannee River system to ensure that the public use of these facilities does not threaten the facility or adjacent natural resources. Such facilities shall be maintained in order to prevent any potential adverse impacts to the Suwannee River system such as erosion, release of inadequately treated stormwater or wastewater, or the accumulation of trash and debris.
- OBJECTIVE 1.4~~Policy V.2.6~~ The County's land development regulations shall require all new development to maintain the natural functions of environmentally sensitive areas, including but not limited to the jurisdictional wetlands and 100-year floodplains so that the long term environmental integrity and economic and recreational value of these areas is maintained.
- Policy 1.7.21.4.1 The County shall mitigate the adverse effects of land uses on wetlands. environmentally sensitive lands. Such mitigation shall contain wetland provisions which prohibit the development of commercial, industrial and waste disposal uses and which allow but tightly control such low intensity uses as recreation, open space, fish and wildlife management and single family residential development at a density not to exceed 1 unit per 5 acres, or the gross density established by the land use district, whichever is less.
- Policy V.2.41.4.2 The County's land development regulations shall require a 35-foot natural buffer around all wetlands and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow agriculture, silviculture and resource-based recreational activities within buffer areas subject to best to best management practices.
- Policy V.2.81.4.3 The County's land development regulations shall provide for the conservation of wetlands through prohibiting any development or dredging and filling, which would significantly alter their natural functions and by only allowing non-intensive agricultural, aquaculture and silviculture consistent with best management practices manuals developed by the Florida Division of Forestry and the Florida Department of Agriculture and Consumer Services, and subject to the rules of the Suwannee River Water Management District and all the other applicable rules and regulations.
- Policy V.4.121.4.4 Development is to be clustered or located on upland areas if available on parcels which contain wetlands, and all development shall avoid the creation of lots which do not include upland areas, if upland areas are available.

Policy ~~V.4.13~~ V.4.14.5

With the exception of recreation and silviculture, non-residential land uses shall be prohibited in wetlands. However, activities which further the conservation and protection of wetlands, or which serve an overriding public purpose may be permitted, only if these activities meet the following conditions:

1. Such activities are necessary to prevent or eliminate a public hazard (for example, elimination of a dangerous curve in a road, dredging in order to clean up a spill of hazardous material, or removal of underwater obstructions to boat traffic.)
2. Such activities would provide a direct benefit to the public at large which would exceed those which are lost as a result of development (for example, maintenance dredging, removal of exotic species, restoring natural hydroperiods).
3. Such activities would occur in wetlands in which the functions or ~~are~~ values have been significantly altered, and can be restored (for example, altering properties that have been legally drained prior to the adoption of the plan, altering properties that have been badly invaded by exotic species, and filling of polluted or poorly-flushed man made canals).
4. Such activity consisted of development that cannot be reasonably located outside of all wetlands (that is, utility transmission, corridors, and utility collection and distribution lines; however, once underground facilities are in place, the disturbed wetlands must be restored).

~~OBJECTIVE V.3 — The County shall implement applicable provisions of the Florida Department of Agriculture best management practices for the conservation, appropriate use and protection of soils.~~

~~Policy.3.2 — The County shall submit require, proposed subdivision plats to the Soil and Water Conservation District and request the District's review and comment regarding topographic, hydrologic and vegetative factors in order to identify procedures for the protection and conservation the natural functions of soils by the proposed development.~~

~~Policy V.4.10 — There shall be a seventy five (75) foot regulated natural buffer adjacent to all perennial rivers, streams and creeks identified as regionally significant within Madison County. Residential, commercial and industrial uses shall be prohibited in the buffer areas, but agricultural, silvicultural and resources based recreational activities are allowed to the buffer areas subject to Best Management Practice, except for the Suwannee, Withlacoochee and Aucilla Rivers, which shall be governed by Chapter~~

~~Policy V.4.11 — There shall be fifty (50) foot regulated natural buffer adjacent to all other perennial rivers, streams and creeks within Madison County. Residential, commercial and industrial uses shall be prohibited in the buffer areas, but agricultural, silvicultural and resources based recreational activities are allowed in the buffer areas subject to Best Management Practice.~~

~~OBJECTIVE V.5 — The County shall require a special development review of all development that impacts upon forest land, vegetative communities, limestone or limestone dolomite.~~

~~Policy V.5.1 — Development that impacts upon forest and vegetative communities, limestone or limestone dolomite in all land use areas shall be subject to special review requirements:~~

- ~~1. — Development of industrial areas located in fracture zones, areas of known sinkhole formation, and Karst topography features will be required (at the developer's expense) to be checked by ground penetrating radar to identify underground cavities and areas of potential sinkhole formation. Areas containing potential fracture zones and/or areas of potential sinkholes, will be identified from the data gathered by Department of Environmental Regulation, of the Suwannee River Water Management District.~~
- ~~2. — Industries and businesses using hazardous materials shall avoid using sites with known underground cavities and sites with potential for sinkhole formation.~~
- ~~3. — There shall be no septic tanks placed within the 10-year flood plain of rivers, streams, and other bodies of flowing water except in accordance with Chapter 10D-6 64E-6 F.A.C.~~
- ~~4. — No hazardous materials or hazardous waste shall be used, generated, or stored within the flood plain.~~
- ~~5. The County shall require that the multiple use of forest resources be included in development plans, to provide for timber production, recreation, wildlife habitat, watershed protection, erosion control, and maintenance of water quality.~~

~~OBJECTIVE V.6 — "Floodplains" in Madison County will be protected.~~

~~Policy V.6.1. — "Flood plain" shall be defined as the one hundred (100) year flood plains shown on the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency, effective July 16, 1991.~~

~~Policy V.6.2. — Development on sites which include areas within the one hundred (100) 100-year floodplain shall be required to be located outside of the floodplain wherever possible.~~

~~Policy V.6.3. — Subdivisions shall be required to include buildable area outside of the flood plain on each lot, wherever possible.~~

~~POLICY V.6.4. — Fill within flood plains shall be limited to the minimum which is necessary for development and access.~~

~~Policy V.6.5. — Fill shall be placed and designed so as to minimize interference with natural water flows.~~

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



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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.



f. Regional Review of Local Government Comprehensive Plans and Plan Amendments

Transportation impact analysis of local government comprehensive plans and plan amendments conducted by the Council are generally limited to applicable road segments within one-half mile of the property which is the subject of the comprehensive plan and/or plan amendment. The analysis assumes that the subject property is developed to the maximum allowable intensity of use permitted by the Future Land Use Map category. The analysis does not include a trip distribution, although a trip distribution is used by the Council if a trip distribution is provided by the local government. In lieu of a trip distribution analysis, the Council examines what would happen if all of the trips were distributed to all directions of functionally classified road segments. If the resulting analysis finds that a segment of the regional road network will not meet level of service standards, the Council includes an Objection in its report. The Council recommends that the local government conduct a trip distribution analysis for the amendment and should the analysis result in adverse impacts, modify the amendment to prevent the adverse impacts. Such modification could include a reduction in the size of the subject property, a reduction in maximum allowable intensity of use, or a lowering of the adopted level of service standard of adversely impacted regional road segments.

g. Developments of Regional Impact

The regional plan has two alternative approaches for Developments of Regional Impact to mitigate significant and adverse impacts to the Regional Road Network. First, significant and adverse impacts are considered to be adequately mitigated if the local government development order contains conditions which maintain the minimum level of service standard for all significantly and adversely impacted segments of the Regional Road Network. Second, impacts to the Regional Road Network are considered to be adequately mitigated when the local government development order contains conditions which implement the proportionate share provisions of Chapter 163, Florida Statutes.

Chapter 163, Florida Statutes, allows Developments of Regional Impact to make a proportionate-share payment/contribution for its significant and adverse traffic impacts. The proportionate share funding provided for a Development of Regional Impact must reflect its share of the cost of all roadway modifications needed to ensure that regional road segments, which are otherwise significantly adversely impacted by the development, can operate at the adopted level of service standard established in the applicable local government comprehensive plan should all of the identified modifications be constructed. Furthermore, the payment for the Development of Regional Impact must be sufficient to pay for at least one transportation modification without the use of additional funds from state or local government.

4. University of Florida Campus Master Plan and Impacts to Regional Transportation Facilities

Section 240.155, Florida Statutes, requires the University of Florida to prepare a campus master plan to address the impacts of campus development on off-site public facilities. The data and analysis on which the plan is based must identify the projected impacts of campus development on off-site infrastructure. Campus master plans are required by Section 240.155(5), Florida Statutes, to be consistent with the State Comprehensive Plan and not to conflict with local government comprehensive plans.

Florida Statutes also require the university and applicable local governments to enter into a campus development agreement. The agreement must identify any deficiencies in service which the proposed campus development will create or contribute and identify all improvements to facilities and services

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

**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
STRATEGIC REGIONAL POLICY PLAN AMENDMENT REVIEW**

Regional Planning Council: North Central FL
Review Date: 8/22/13
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 73
Regional Planning Council: Northeast Florida
Item: Northeast Florida Strategic Regional Policy
Plan Proposed Update

Date Mailed to Northeast Florida Regional Council and Executive Office of the Governor:
8/23/13 (estimated)

The Northeast Florida Regional Council, pursuant to Rule 27E-5.006(1)(c), Florida Administrative Code, has submitted revisions to its strategic regional policy plan to the Council for review and comment. A written report containing regional comments, if any, is to be provided to the Executive Office of the Governor as well as the Northeast Florida Regional Council within 30 calendar days of receipt of the amendment. This review focuses on impact of the proposed amendment to the North Central Florida Regional Planning Council.

DESCRIPTION OF AMENDMENT

The update to the Northeast Florida Strategic Regional Policy Plan represents a complete re-write of the Northeast Florida Strategic Regional Policy Plan. The update incorporates results of the Council's regional visioning exercise. In addition to the five state-mandated strategic regional subject areas (Affordable Housing, Emergency Preparedness, Economic Development, Natural Resources of Regional Significance and Regional Transportation), the proposed update includes three additional strategic regional subject areas; Demographics and Equity, Energy, and Regional Health. Excerpts from the update are attached.

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

The North Central Florida Strategic Regional Policy Plan includes the Floridan Aquifer as a Natural Resource of Regional Significance. The plan also identifies and maps Areas of High Recharge Potential to the Floridan Aquifer as a Natural Resource of Regional Significance. The North Central Florida Strategic Regional Policy Plan Natural Resources of Regional Significance Strategic Regional Subject Area includes a discussion of declines to the potentiometric head of the Floridan Aquifer and how, at least to some extent, the declines are partially the result of increased consumption of groundwater within northeast Florida (see attached).

In order to mitigate impacts to the potentiometric surface of the Floridan Aquifer, the North Central Florida Strategic Regional Policy Plan includes policies which discourage the transfer of groundwater across water management district boundaries until such time as the receiving jurisdiction has implemented all practicable water supply alternatives and conservation measures, and where the current and to discourage inter-district transfers where the projected water needs of the area from where the water is to be taken cannot be met (see attached). These policies not only help mitigate declines to the potentiometric surface of the Floridan Aquifer within the north central Florida region; they also help mitigate declines in adjoining regions. It is recommended that the Northeast Florida Strategic Regional Policy Plan include similar policies to mitigate declines to the potentiometric surface of the Floridan Aquifer in the north central Florida region.

In addition to the Floridan Aquifer and Areas of High Recharge Potential to the Floridan Aquifer, the North Central Florida Strategic Regional Policy Plan identifies and maps numerous water-dependent Natural Resources of Regional Significance. Therefore, the North Central Florida Strategic Regional Policy Plan Natural Resources of Regional Significance Strategic Regional Subject Area contains a policy encouraging water management districts to take into account, and to not violate, the minimum flows and levels of waterbodies located within adjacent water management districts when preparing water supply plans and when issuing consumptive use permits (see attached). This policy not only helps mitigate adverse impacts to water-dependant Natural Resources of Regional Significance within north central Florida, it also helps mitigate adverse impacts to Natural Resources of Regional Significance located in adjoining regions. It is recommended that the Northeast Florida Strategic Regional Policy Plan include a similar policy to mitigate adverse impacts to water-dependent Natural Resources of Regional Significance in the north central Florida region.

Several roads identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network also traverse the northeast Florida region. These include Interstate Highway 10, U.S. Highways 90 and 301, as well as State Roads 16, 20, 21, 26, 100 and 121. Unlike the North Central Florida Strategic Regional Policy Plan, the proposed update to the Northeast Florida Strategic Regional Policy Plan does not contain policy direction establishing minimum level of service planning standards or, alternatively, policy direction encouraging the implementation of Transportation Best Practices in local government comprehensive plans. Recent amendments to Chapter 163, Florida Statutes, allow local governments to delete transportation concurrency from local government comprehensive plans. Therefore, significant adverse impacts could occur to the north central Florida Regional Road Network should local governments within the northeast Florida region remove transportation concurrency requirements from their comprehensive plans. Therefore, it is recommended that the Northeast Florida Strategic Regional Policy Plan include a policy encouraging the inclusion of Transportation Best Practices in local government comprehensive plans. It is further recommended that the Northeast Florida Strategic Regional Policy Plan include examples of Best Transportation Practices similar to those contained in the North Central Florida Strategic Regional Policy Plan (see attached).

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

See 1, above.

Request a copy of the adopted version of the amendment?

Yes ☒ No ☐

Not Applicable ☐

It is recommended that these findings be forwarded to the Northeast Florida Regional Council and the Executive Office of the Governor.

**EXCERPTS FROM THE
NORTHEAST FLORIDA
STRATEGIC REGIONAL POLICY PLAN UPDATE**



Strategic Directions and Goals Summary

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NEFRC MISSION

The NEFRC mission is to be a dynamic network of local governance, providing visionary leadership, advocacy, and coordination between counties and local, state, and federal governmental agencies to preserve and enhance the quality of Northeast Florida's economic, natural, built, and social environment by:

-  Actively serving as a convener of regional issues.
-  Fostering public awareness of diverse regional issues.
-  Identifying trends, issues and opportunities for the Region.
-  Building consensus for Regional solutions through coordination and cooperation.
-  Providing a regionally focused forum for comprehensive and functional planning.
-  Furnishing technical and administrative assistance, including grant writing assistance, to local governments and other stakeholders.
-  Maintaining expertise among staff and pursuing technologies that support the successful implementation of the mission.

Each mission statement above is preceded by an icon that will help identify consistency with the mission as NEFRC implementation strategies are considered.

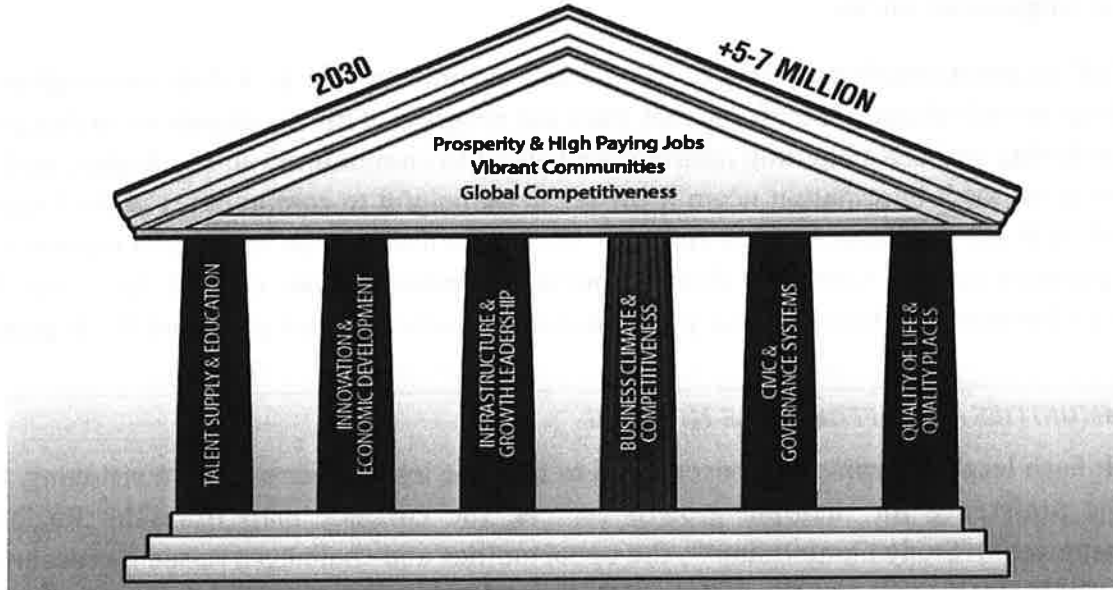
EXECUTIVE SUMMARY

The Strategic Regional Policy Plan (SRPP) should serve as a guidebook on coordinated steps to achieve the goals for Northeast Florida included in First Coast Vision¹. It is a reference guide and data source on most facets of life in the Region and its counties. The Plan is organized around strategic subject areas that are in turn related to the priorities of the State of Florida and the mission of NEFRC.

The Plan contains policy guidelines only where statute requires them. In other cases, it recommends approaches and supports communities in the strategies they choose to achieve regional goals. It identifies regional goals and the intent of NEFRC to regularly track the progress of the Region in achieving them. It is a tool for communities, Local Government managers and staff, and legislators, but not a mandate. NEFRC focused efforts on creating a Plan for the entire Region. We recommend that it be widely read. We will make our best efforts to ensure that it is understood and to assist communities with its utilization.

STRATEGIC REGIONAL GOALS

SIX PILLARS OF FLORIDA'S FUTURE ECONOMY



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The Strategic Regional Policy Plan is structured as the statuteⁱⁱ requires, into strategic regional subject areas. In the case of Northeast Florida, there are eight: Demographics and Equity, Communities and Affordable Housing, Economic Development, Emergency Preparedness and Resiliency, Energy, Health, Natural Resources of Regional Significance, and Regional Transportation. All goals and policies in this plan are aligned with the mission of the Northeast Florida Regional Councilⁱⁱⁱ, and with the Six Pillars of Florida's Future Economy (see above^{iv}). This ensures that the regional plan furthers the State's priorities, and that regional goals are supported by the priorities and abilities of NEFRC.

Each goal is followed by a Pillar Alignment statement, and the initial Implementation Strategy of the NEFRC and its partners. These strategies will be expected to expand and change over the life of the plan. The following are the high-level regional goals that guide the policies and measures found in each of the strategic regional subject area chapters of the SRPP.

DEMOGRAPHICS AND EQUITY

Goal: Progress toward achieving our goals should have a positive impact on the ability of all of Counties in the Region to prosper and all of the residents in the Region to achieve

their personal goals. We will look for residents of modest means to spend less of their incomes on housing and transportation, and for mobility for all to access jobs and those things that impact quality of life.

Pillar Alignment: All Six

NEFRC Implementation Strategy: NEFRC will expand its role as a data clearinghouse, both by annual release of measures that track the progress of the many policies in this plan, by gathering and disseminating information helpful to communities in the Region, and by maintaining such information when it proves to be helpful to communities in the Region. NEFRC will not duplicate, but will refine or fill in gaps if they exist in the data reported by our partners such as Northeast Florida Counts^v, Jacksonville Civic Council, Inc.^{vi}, and the Florida Scorecard^{vii} where necessary to measure the success of plan goals and the Region.

COMMUNITIES AND AFFORDABLE HOUSING

Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the corridor map from the Regional Transportation Study Commission^{viii}, the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

Pillar Alignment: Quality of Life and Quality Places, Business Climate and Competitiveness

NEFRC Implementation Strategy: NEFRC will provide support to communities if they wish to assist with the consideration of where to encourage growth, based on what we have learned with them through visioning efforts. In consultation with local governments and communities, NEFRC will seek funding through brownfields assessment grants to determine the issues and opportunities presented by sites that may be perceived as having the potential for contamination if they are in areas considered potentially desirable for

redevelopment. Once local governments and communities have determined where they support growth centers, NEFRC will convene its regional, state, and other partners, and advocate to support and connect growth in the chosen locations, so that regional systems support growth centers.

ECONOMIC DEVELOPMENT

Goal: View all policy through the lens of the Six Pillars of Florida's Future Economy. Each of the policies in this plan and all of the actions of the NEFRC will be reviewed based on their relevance to our future, and this includes a broad definition of the assets that drive our regional economy. We will not create a new plan for economic development, but will join the region in support of the goals and policies identified by Innovate Northeast Florida^{ix} and the Comprehensive Economic Development Strategy.

Goal: Northeast Florida's economic development strategies, consistent with Federal guidelines, are set with partners and new policy is not set by NEFRC. NEFRC's goal is to ensure that the Comprehensive Economic Development Strategy^x is a five-year strategy that reflects economic development planning on a regional and county level, and that the region is always positioned to collaborate to maximize funding opportunities.

Pillar Alignment: All Six

NEFRC Implementation Strategy: The Plan itself is an economic development tool. Economic Development is first and foremost an individual county initiative in which each county develops and implements its own plan. In support of this planning, the regional plan includes basic data on the Region, as well as regional trends in population growth, competitiveness, employment, work force education levels, and agriculture. It includes tools such as shift/share analysis and location quotient analysis for the Region. NEFRC may add and maintain additional information useful to local governments through its data clearinghouse function. During the life of the plan, NEFRC will reconvene leaders in the Region to update the Comprehensive Economic Development Strategy and bring it into alignment with the Six Pillars.

EMERGENCY PREPAREDNESS AND RESILIENCY

Goal: A resilient and safe region that is prepared for a coordinated and effective response to all hazards in emergencies and is prepared to adapt to change to remain resilient and safe in the long term.

Pillar Alignment: Innovation and Economic Development

NEFRC Implementation Strategy: Businesses will not locate or expand in a Region that is not planning for the long term. Consistent with its mission to convene on regional issues and to assist local governments in addressing them, NEFRC has commissioned a work program on the vulnerability of Northeast Florida to Sea Level Rise with its policy work group, the Regional Community Institute of Northeast Florida, Inc.^{xi} That group will work with local governments and make recommendations on regional policies and initiatives when it reports back to NEFRC in September, 2013. NEFRC will continue and expand its work with partners on hazard mitigation, emergency evacuation, post disaster redevelopment, regional domestic security, and hazardous materials emergency preparedness to strengthen the resiliency of the Region^{xii}.



ENERGY

Goal: A region that is flexible, innovative and takes full advantage of the diversity of potential energy sources, especially local sources. We will not wait for federal or state guidance or mandates to act if action can benefit the region. We acknowledge that, as a region vulnerable to natural disasters, resiliency and redundancy in energy, both in motor fuel and power, can set us apart from regions that choose not to address these issues that can be of large impact to business and residents.

Pillar Alignment: Infrastructure and Growth Leadership

NEFRC Implementation Strategy: NEFRC will build on the work currently underway by the Regional Councils toward enhanced energy resiliency^{xiii}. The Council will convene a broad group of stakeholders to develop implementation strategies to reduce per capita energy consumption and diversify energy sources while maintaining quality of life.



HEALTH

Goal: The Region supports local and regional efforts to ensure that the region's residents have access to a healthy lifestyle and good health care. NEFRC supports our partners in seeking improvement in health outcomes throughout the region.

Pillar Alignment: Civic and Governance Systems, Quality of Life and Quality Places

NEFRC Implementation Strategy: NEFRC will enhance its strategic alliance with the Health Planning Council of Northeast Florida, Inc.^{xiv} (HPC) by the execution of a Memorandum of Understanding. NEFRC will leverage initiatives with the HPC particularly in the built environment and health interface, data development and maintenance and public outreach and education.



NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Goal: Northeast Florida recognizes that some resources have the potential to impact more than one jurisdiction, and their viability is of concern to the Region. NEFRC promotes the protection of these resources, as contained on the Natural Resources of Regional Significance list.

Goal: The Regional Green Infrastructure is an interconnected system of natural and built infrastructure, undeveloped lands and incorporates natural resource areas, recreational lands, and working lands. The Region recognizes the value of the Regional Green Infrastructure and measures it, and consistent with the spirit of green infrastructure, incorporates commercially viable forest land, cropland, natural resources and recreational facilities into this category, which is an important part of the fabric and future of Northeast Florida.

Pillar Alignment: Quality of Life and Quality Places

NEFRC Implementation Strategy: NEFRC will expand its data sets to track Regional Green Infrastructure as it is defined in Northeast Florida. After setting a baseline with the SRPP, NEFRC will track the overall acreage of agriculture, aquifer recharge areas, floodplains, recreational lands, silviculture and wetlands. While many of these lands are privately owned and their use is up to landowners, local jurisdictions and regulatory agencies, overall they comprise systems that provide environmental benefits, and they may offset the need to invest in public built infrastructure. Tracking this data will give the Region a clear picture of the trends impacting green infrastructure and the choices it has as to ways to ensure healthy and plentiful natural resources. NEFRC will also track built green infrastructure, both on private lands and in municipal projects, as a way to identify demonstration projects, gather lessons learned and share best practices for communities in the Region. NEFRC will convene its partners as necessary to consider the long-term viability of natural resources of regional significance, and assist them to meet their goals while ensuring the quality of life for residents and future residents of Northeast Florida.



REGIONAL TRANSPORTATION

Goal: Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose. Northeast Florida makes development of regional employment centers and infrastructure a first priority, politically and fiscally.

Goal: In order to promote a diversified and vibrant regional economy, the Region supports an efficient multi-modal transportation framework to move people and goods, and NEFRC and its partners support over time the infrastructure investments needed to make it work. The framework maintains an environment that includes mobility options to move goods and people to support business and industry.

Pillar Alignment: Innovation and Economic Development

NEFRC Implementation Strategy: NEFRC will work with the newly created Regional Transportation Authority^{xv} to further the development of new sources of mobility funding necessary to support a regional multi-modal transportation framework.



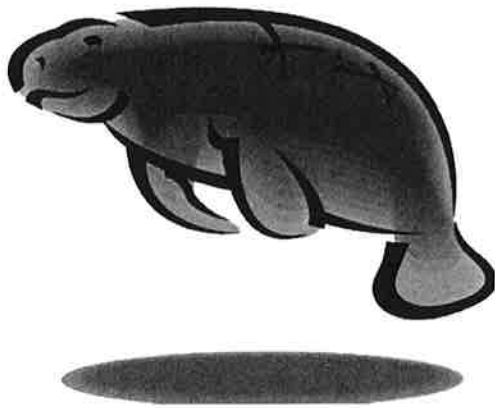
REFERENCES OUTSIDE THE SRPP

- i For more about First Coast Vision, visit <http://www.firstcoastvision.com>.
- ii The statutory requirements for Strategic Regional Policy Plans are found at 27E-5.001 F.A.C.
- iii For more about the Northeast Florida Regional Council, visit <http://www.nefrc.org>.
- iv More information about the "Six Pillars of Florida's Future Economy", visit <http://www.flfoundation.org>.
- v Northeast Florida Counts is a data source provided by mostly health sector partners on the state of six of the seven counties in Northeast Florida. It is accessed at <http://www.nefloridacounts.org>.
- vi The Jacksonville Civic Council, Inc. provides interactive data and maps at their site at <http://www.jcci.org>.
- vii The Florida Chamber of Commerce provides a scorecard of data organized around the "Six Pillars". See iv above. Find the Scorecard at <http://www.thefloridascorecard.com>.
- viii The Regional Transportation Study Commission report is available at <http://www.northfloridartsc.com>.
- ix The Innovate Northeast Florida report and strategies may be found at <http://www.innovatenortheastflorida.com>.
- x The Federal requirements for Comprehensive Economic Development Strategies and Economic Development Districts may be found in Chapter III of the Economic Development Administration, Department of Commerce regulations 13 CFR, Part 303 and 304.
- xi More information about the Regional Community Institute is available at <http://www.rcinef.org>.
- xii Details of NEFRC work on regional emergency preparedness are available at <http://www.nefrc.org>.
- xiii A summary of work done in North Florida on energy policy is available at <http://www.nefrc.org/Energy-in-North-Florida.htm>.
- xiv More information on this partner organization may be found at <http://www.hpcnef.org>.
- xv The Regional Transportation Authority is a recommendation of the Regional Transportation Study Commission report. See v. above.

HOW WILL WE ACHIEVE OUR GOALS AND HOW WILL WE RECOGNIZE SUCCESS?

Policies, metrics, trends and conditions, and significant resources and facilities for the region and in each of the subject areas above are summarized in the strategic regional subject area chapters of the SRPP, along with an outline of how the Regional Council

coordinates its activities, and a glossary of terms. Terms defined in the glossary are indicated by italics.



Natural Resources of Regional Significance

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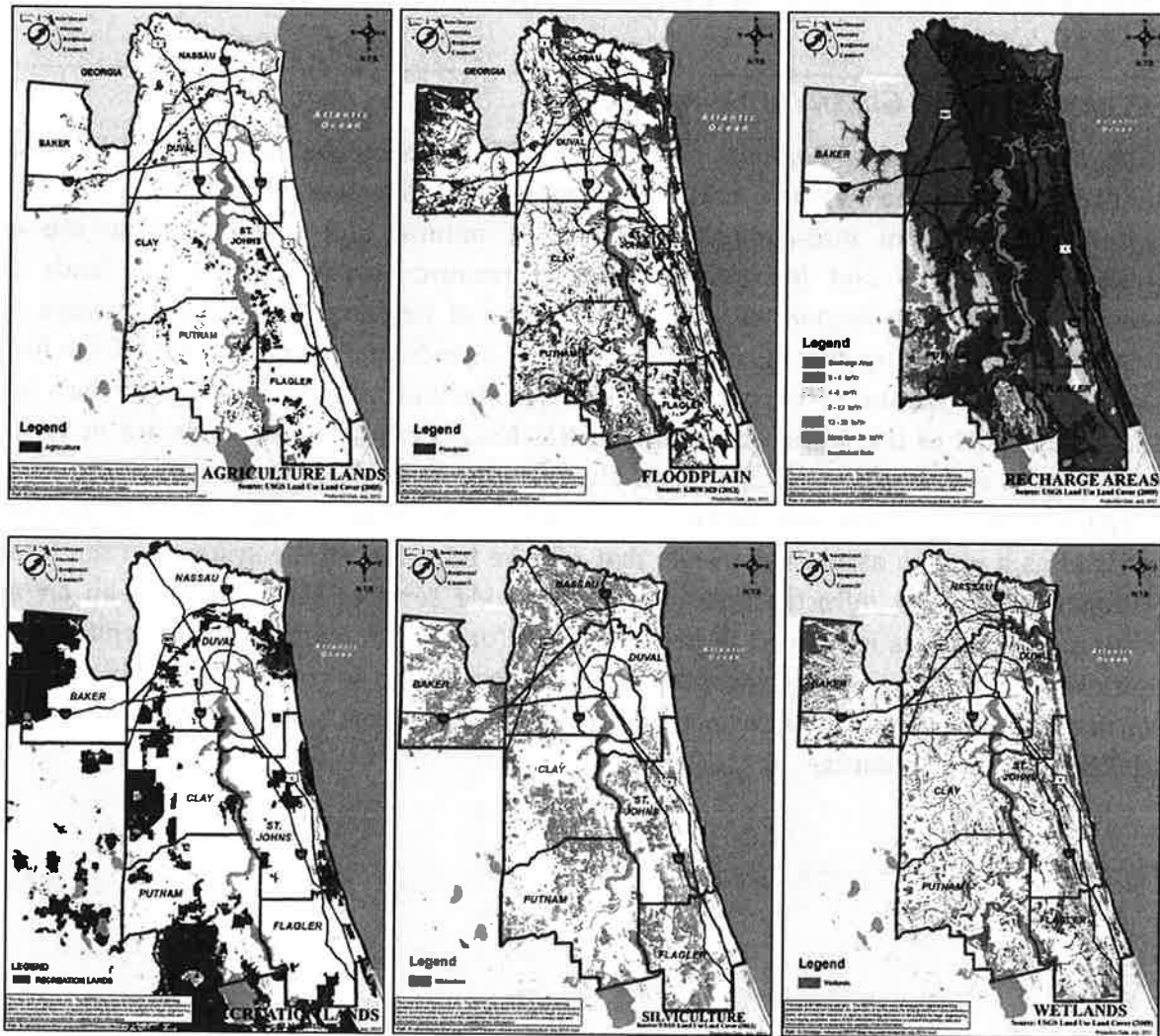
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NATURAL RESOURCES TRENDS AND CONDITIONS

STRATEGIC ISSUE: GREEN INFRASTRUCTURE

The Northeast Florida Regional Council (NEFRC) is dedicated to the protection and enhancement of the Region's natural communities and resources. The Regional *Green Infrastructure* is an interconnected system of natural and built infrastructure and undeveloped lands and incorporates natural resource areas, recreational lands and working lands. The Region recognizes the value of Regional *Green Infrastructure* and consistent with the spirit of *green infrastructure*, incorporates commercially viable forest land, cropland, natural resources and recreational facilities into this category, which is an important part of the fabric and future of Northeast Florida. These lands are in various ownerships and there is nothing in their identification as Regional *Green Infrastructure* that impacts their use in any way. NEFRC has established baseline acreage for these categories of land as a way to assess the trends that may be impacting these systems in the future. Ultimately, if *green infrastructure* does not provide services that benefit clean air and water, communities may need to invest in built (or grey) infrastructure to replace those services. By tracking these trends, we may help the Region to consider the value of *green infrastructure* and to make informed decisions before systems have been so diminished as to lose their effectiveness.

Figure 1: Regional Green Infrastructure



Source: St. Johns River Water Management District, USGS, Northeast Florida Regional Council

According to the best available data as of 2012, the Northeast Florida Region has 780,308 acres in silviculture, 169,901 acres in agriculture, 1,706,393 aquifer recharge acres, 1,585,056 acres of recreation areas and 1,044,548 flood plain acres. There are 885,416 acres of wetlands in Northeast Florida.¹ *Green infrastructure* installations, from municipal projects like bioswales to private installations like green roofs, will be tracked using the online Green Map at the following link: <http://www.opengreenmap.org/greenmap/jacksonville>

¹ St. Johns River Water Management District

STRATEGIC ISSUE: AIR QUALITY

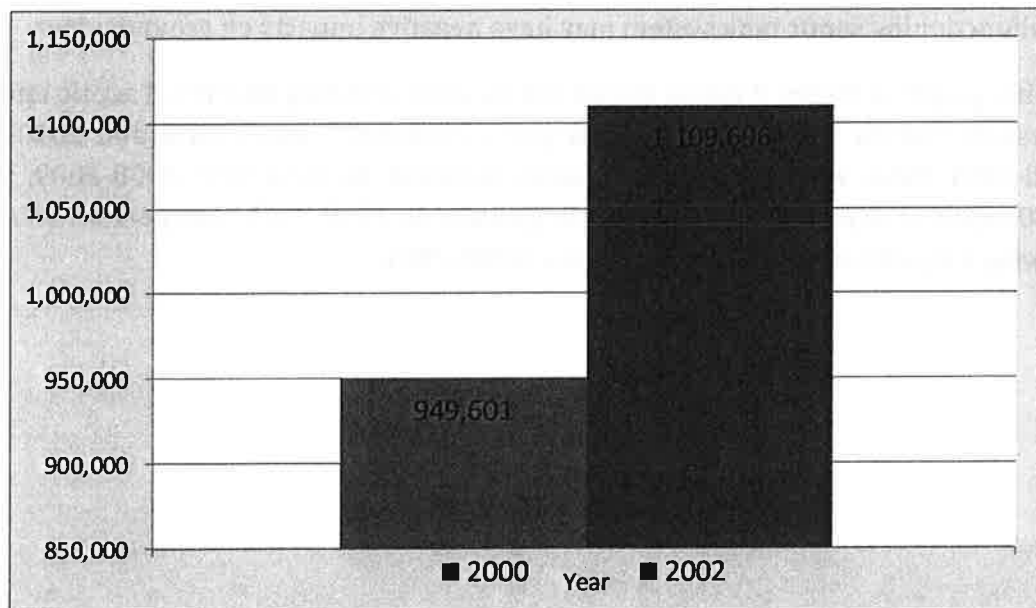
Air quality is another important factor when judging how well the Region is taking care of its natural resources. One of the main sources of pollution is from greenhouse gases. Power plants and vehicle exhaust are the largest contributors. In the Region, the number of vehicle miles travelled per capita per day is 33.9². Lowering that number will help improve the air quality of the Region.

Total Criteria Pollutants (1,000 tons per year)

The bar graph in Figure 1 below describes the amount of total criteria pollutant emissions in tons per year for the Region. The six pollutants that make up criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

In 2002, total criteria pollutant emissions were 1.1 billion tons. Data updates are currently suspended while a new assessment is underway.

Figure 2 - Total Criteria Pollutants (1,000 tons per year)



Source: Environmental Protection Agency; www.epa.gov/air/data/emisdist.html?st~FL~Florida
 Source: www.myfloridaeh.com/ostds/statistics/ostdsstatistics.htm/

² FDOT: Florida Highway Mileage Reports: Public Roads, 2010 Annual Report. Population collected from the American Community Survey - Total Population (2005-2009 Estimate)

STRATEGIC ISSUE: WATER QUALITY

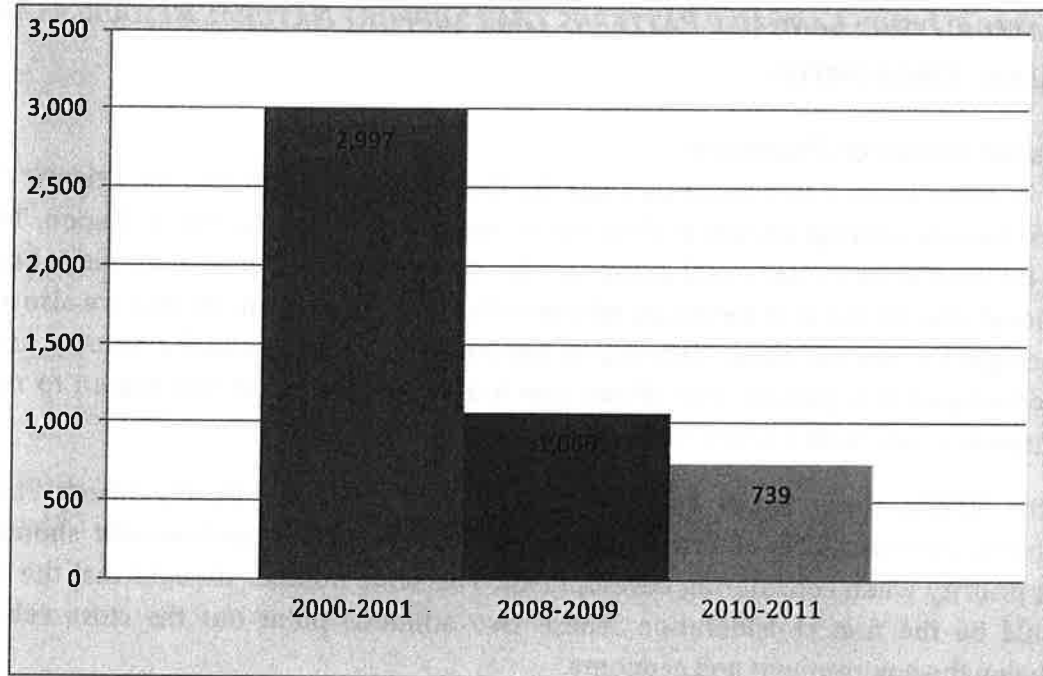
Another important factor that affects each and every person in North Florida is the quality of water. Having enough water is very important, as is making sure that water meets quality standards. One way to judge the water quality in the Region is the number of water bodies that are listed as impaired according to the Florida Department of Environmental Protection. In 2011, there were 146 impaired water bodies in the Region³, which is 46% of the water bodies in the Region.

Number of Septic Tanks Permitted

It is a State and Regional goal to reduce the number of new and existing septic tank systems. Malfunctioning septic tanks may leak bacteria into ground water making it unsafe to drink, and may leak sewage into surface waters making them unsafe to swim in or fish. Northeast Florida has been doing well in limiting new septic tank installations. Septic systems are common in agricultural and rural areas. However, this Region has a history of utilities bypassing older suburban and urban areas (that are on septic systems) when installing central service for new development. Programs to connect homes and businesses in these older areas have been implemented to reduce the number of overall septic tanks as a malfunctioning septic tank system may have negative impacts on ground water.

The bar graph in Figure 3 below shows the number of newly permitted septic tanks in the Northeast Florida Region for the fiscal years 2000-2001, 2008-2009, and 2010-2011. In 2000-2001 there were nearly 3,000 tanks installed. In fiscal year 2008-2009, just over 1,000 septic tank permits were issued Regionally. In 2010-2011, 739 permits were issued, showing a significant drop from fiscal year 2000-2001.

³DEP, 2011 sites are: <http://www.dep.state.fl.us/water/watersheds/assessment/303drule.htm> and <http://www.dep.state.fl.us/water/watersheds/assessment/vdllists.htm>

Figure 3 –Number of Septic Tanks Permitted

Source: Florida Department of Health/Division of Environmental Health; www.doh.state.fl.us

Source: <http://www.myfloridaeh.com/ostds/statistics/ostdsstatistics.htm>

STRATEGIC ISSUE: WATER QUANTITY

Water is one of the world's most important resources. Every year there is a higher demand for water. Therefore, it makes sense to try to maximize the amount of water conserved. Everybody needs to strive for conservation of water. This includes residential areas, commercial areas, industrial areas, and agricultural areas. Currently, the Regional average of water used per capita per day is 155.8 gallons⁴.

To decrease water consumption, local governments could adopt Florida Water Star standards or programs with similar goals. Florida Water Star is a water conservation certification program for new and existing homes and commercial developments. The Region should encourage homes and businesses to become Water Star certified. The installation of *green infrastructure* that results in water conservation, such as rain gardens,

⁴ Source: 2010 Florida Statistical Abstract - Table 8.42 Water Use: Public Supplied Population, Water Use, and Withdrawals in the State and Counties of Florida, 2005. Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

rain barrels or cisterns is also encouraged, and the number of these installations is a measure that NEFRC intends to track over time.

STRATEGIC ISSUE: LAND USE PATTERNS THAT SUPPORT NATURAL RESOURCES AND HEALTHY COMMUNITIES**Natural Resource Summary**

The St. Johns River flows north through the Region and empties into the Atlantic Ocean in Duval County offering beauty and economic opportunities to the entire Region. The River and its tributaries present real prospects for economic benefits such as eco-tourism. The Regional climate features moderate winters attracting new residents that are also attracted to Georgia and the Carolinas. The Region has an abundance of natural resources and has so far developed in a pattern that allows much of the land area of the Region to remain in managed forests, with a lesser amount of acreage in agriculture.

In the NEFRC Grow Smart Survey that preceded the 2009 Reality Check First Coast visioning exercise, 32% of residents thought preserving the environment should be the first priority when considering development. The same number thought that the economy should be the first consideration. These two opinions point out the close relationship between the environment and economy.

Natural resource proponents cite the perception of abundance of natural resources in Northeast Florida as a problem, as it has led to complacency in the past and has not, until now, ensured planning for *green infrastructure* as an equally important component to ensure wellbeing and quality of life. Abundance of water and land has led to short term thinking about resources and resulted in no public expectation of costs for land preservation, and little tolerance for costs associated with basic resources such as clean water and air.

Little attention has been paid to the importance of private landowners, who control almost half of the acreage of the Region in forests, or their need for economic-based solutions that allow them to prosper while keeping natural lands undeveloped and preserving natural resources. Private land management also affects water resources. Human actions, the trees, vegetation, and pervious soils of a forest influence greater hydrological functions.

Florida allows wetlands to be permitted for development, subject to requirements for mitigation. Over time, this practice results in fragmentation of wetland systems, and the gradual but continual loss of wetland ecosystem functions and services. The cumulative effect results in Regional impacts. The loss of forested and natural areas means less water recharge from the surface to the aquifer and increased storm water runoff impacts to water

bodies such as the St. Johns River, which often experiences algal blooms in the summer months. The State of the River Report (EPB/UNF/JU 2008) describes the St. Johns as a threatened watershed critically in need of resource conservation, water quality improvement, and careful management.

The Floridan Aquifer has provided drinking water of excellent quality to the entire Region for many years. The Floridan Aquifer will reach limits for withdrawal soon, and will no longer be available as a drinking water source in the Region. In the absence of consideration of *green infrastructure* as a Regional system, individual development practices in Northeast Florida can have the unintended consequence of increasing the potential for storm water, pollutants, and chemicals flowing into the water supply and systems, resulting in health risks, flood damage, and increased taxpayers' dollars to treat the water.

The method that has been used most often to address development pressures on natural resources has been acquisition of land for preservation, but the Region has a long way to go to integrate *green infrastructure* into land use planning. There is often a public perception that preserved and public lands are not accessible, despite diversity in the policies of management entities, many of which encourage public access. There are many miles of publicly accessible shoreline along the Atlantic coast, and many of the beach communities, although not all try to make access to the beach for the general public a priority.

Utilities in the Region are challenged by the conflicting priorities of increasing customer base for revenue, increasing their use of renewable sources, and encouraging their customers to conserve. Currently two sectors, transportation and electric utilities, produce over 92% of all greenhouse gas and particulate emissions in Florida. The First Coast's widely distributed suburban land use pattern means that it is years away from changes that would substantially reduce dependence on the passenger car. The size of the Northeast Region, distances between its communities, a growing population, and the lack of compact mixed-use development and energy-efficient transportation infrastructure presents great challenges to planners and electric utilities. National trends and regulations may increase efficiency for cars powered by fossil fuels, but for car-dependent Regions such as Northeast Florida, a move to cars powered by electricity may not have as great an impact on greenhouse gas emissions as hoped. For this Region, the number of cars on the roads is projected to increase with population growth and electricity generated in the Region is still largely generated by fossil fuels, mostly coal.

The mixed-use development pattern that increases walkability and benefits health is scarce in the Region, but has potential to lessen dependence on cars, thereby reducing vehicle miles traveled and decreasing greenhouse gas emissions. Not knowing what the future

holds limits the ability of utilities to plan and innovate. Commitment to development patterns that the public understands and supports through First Coast Vision could increase certainty for power utilities as they plan for conversion to alternative and renewable sources of power and create the “smart grid” needed to ensure power in the future. First and foremost, these challenges include how and where to build new power plant infrastructure to serve the electricity needs of a growing population, while at the same time improving air quality. There are new industries adding to these resource-intensive needs such as the electrification of transportation and the electric desalination of seawater.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

STRATEGIC ISSUE: HEALTHY, WELL-FUNCTIONING, SUSTAINABLE NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

The State has mandated identification of Natural Resources of Regional Significance. . The maps include those resources included in the 1997 SRPP, updated to reflect best available data. They also include those resources suggested by Counties in the Region and parks greater than 20 acres identified as Florida Land Management Areas, or in the Florida State Park System. The lists are included for ease of reference. Local governments should consider impacts to these Regional resources when they plan, and NEFRC will review such impacts if it is required to review a proposal with the potential for impacts.

Section 403.061(27) of the Florida Statutes grants the Florida Department of Environmental Protection the power to establish rules that provide for a special category of water bodies within the state to be referred to as "Outstanding Florida Waters". These resources are worthy of special protection because of their natural attributes. Several natural resources of Regional significance are also Outstanding Florida Waters, including Pellicer Creek in Flagler and St. Johns Counties, Upper Black Creek in Clay County, and the Nassau River-St. Johns Marshes in Nassau and Duval Counties. A complete list is included in Section 62-302.700 F.A.C.

The Region has a role in the protection of state and federal listed species, and its support of preservation of appropriate natural areas is just one way that species can benefit. Developments of Regional Impact are required to assess their potential impact on listed species, pursuant to Florida Statutes Section 380.06.

Natural Resources List and Maps**Water Bodies and Wetlands (including associated tributaries)**

Amelia River	Georges Lake	Okefenokee Swamp
Ashley Prairie	Goodson Prairie	Oklawaha River
Atlantic Coast and Ocean	Graham Swamp	Ortega River
Big Cypress Swamp	Guana River	Pablo Creek
Big Gum Swamp	Haw Creek	Pellicer Creek
Big Island Swamp	Hull Cypress Swamp	Pinhook Swamp
Black Creek	Impassable Bay	Pottsburg Creek Swamp
Boggy/Mills Creek	Intracoastal Waterway	Putnam Prairie
Brady Branch Swamp	Julington/Durbin Creeks	Rice Creek Swamp
Broward River	Kingsley Lake	Rice/Etonia Creeks
Bulow Creek	Lake Disston	Rodman Reservoir
Cabbage Swamp	Lake Geneva	San Sebastian River
Cedar Swamp	Lake George	Six-Mile Creek
Clapboard Creek	Levy's Prairie	St. Augustine Inlet
Coastal Barrier Resource	Lofton Creek	St. Johns Inlet
System (Comprised of	Long Swamp	St. Johns River
undeveloped coastal	Lower St. Johns River	St. Johns/Nassau Valley
barriers along the Atlantic.	Lowry Lake	Marshes
Source is FEMA, 2012)	Matanzas Inlet	St. Mary's Inlets
Crescent Lake	Matanzas River	St. Marys River
Cunningham Creek	Moccasin Swamp	Thomas Creek
Deep Creek	Moses Creek	Tolomato River
Deep Creek Swamp	Moultrie Creek	Tolomato/Matanzas River
Doctors Lake	Mud Lake Marsh	Marshes
Dunns Creek (Putnam)	Nassau River	Trestle Bay Swamp
Durbin Swamp	Nassau Sound	Trout Creek
Fish Swamp	New River Swamp	Trout River
Florida East Coast Estuary	North River	Twelve-Mile Swamp
Fort George River	Ocean Pond	Yellow Water Creek

Parks and Preserves

9A Mitigation Parcels	Cecil Field Conservation Corridor	Guana River Wildlife Management Area
Alpine Groves Park	Cedar Point	Guana Tolomato Matanzas National Estuarine Research Reserve
Amelia Island State Park	Cedar River Sanctuary	Hagstrom Conservation Easement
Anastasia State Park	Cradle Creek Preserve	Half Moon Island Preserve
Bayard Conservation Area	Crescent Lake Conservation Area	Haw Creek Preserve
Beach and Peach Preserve	Deep Creek Conservation Area (SJRWMD)	Haw Creek Preserve State Park
Belmore State Forest	Deep Creek State Forest	Heart Island Conservation Area
Betty Steflik Memorial Preserve	Dunns Creek Conservation Area	Horseshoe Point Conservation Area
Betz Tiger Point Preserve	Dunns Creek State Park	Huguenot Memorial Park
Big Pottsburg Creek	Dutton Island Park and Preserve	Intracoastal Waterway
Big Talbot Island State Park	E. Dale Joyner Nature Preserve at Pelotes Island	J. A. Ginn Jr. Parcel
Black Creek Ravines Conservation Area	Egans Creek Greenway	Jack Wright Island Conservation Area
Branan Field Mitigation Park Wildlife and Environmental Area	Etoniah Creek State Forest	Jacksonville Naval Air Station
Brandy Branch Trail Head	Fanning Island Preserve	Jacksonville-Baldwin Rail Trail
Bryant Skinner Conservation Easement	Faver-Dykes State Park	Jennings State Forest
Bulls Bay Preserve	Ferngully Preserve	Jim Wingate Park
Bulow Creek State Park	Fort Caroline National Memorial	John M. Bethea State Forest
Bulow Plantation Ruins Historic State Park	Fort Clinch State Park	Julington-Durbin Preserve
Camp Blanding Military Reservation	Fort George Island Cultural State Park	Kathryn Abbey Hanna Park
Camp Chowenwaw Park	Fort Matanzas National Monument	Kings Road Historical Preserve
Camp Milton Historic Preserve	Fort Mose Historic State Park	Kingsley Plantation
Canopy Shores Park	Four Creeks State Forest	Lake George Conservation Area
Caravelle Ranch Conservation Area	Geiger Tract	Lehigh Greenway
Caravelle Ranch Wildlife Management Area	Goodbys Creek Preserve	Little Talbot Island State Park
Carl Duval Moore State Forest and Park	Graham Swamp Conservation Area	Loblolly Mitigation Preserve
Cary State Forest	GTMNERR - Guana River Site	Loblolly Park
Castaway Island Preserve		
Castillo de San Marcos National Monument		

Longbranch Crossing Conservation Easement	Pellicer Creek Corridor Conservation Area	St. Marys River Ranch Conservation Easement
Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area	Peterson Tract	Stokes Landing Conservation Area
Matanzas State Forest	Princess Place Preserve	Stone Mountain Industrial Park
Mayport Naval Station	Pumpkin Hill Creek Preserve State Park	Sylvan West Conservation Easement
McGirts Creek Preserve	Ralph E. Simmons State Forest	Theodore Roosevelt Area
Mike Roess Gold Head Branch State Park	Ravine Gardens State Park	Thomas Creek Conservation Area
Miller Farm	Reddie Point Preserve	Thomas Creek Preserve
Moccasin Slough	Relay Tract Conservation Easements	Timucuan Ecological and Historic Preserve
Monticello Wildlands	Ribault River Preserve	Turnbull Creek Regional Mitigation Area
Monticello Wildlands Conservation Easement	Rice Creek Conservation Area	Twelve Mile Swamp Conservation Area
Moses Creek Conservation Area	River to Sea Preserve at Marineland	Vaill Point Park
Murphy Creek Conservation Area	Roberts Property	Verdie Forest
Ocala National Forest	Rodman Bomb Target	Washington Oaks Gardens State Park
Okefenokee National Wildlife Refuge	Sal Taylor Creek Preserve	Watson Island State Forest
Olustee Battlefield Historic State Park	Sample Swamp	Welaka National Fish Hatchery
Olustee Experimental Forest	San Pablo Creek Conservation Easement	Welaka State Forest
Ordway-Swisher Biological Station	Satsuma Tract	Whitehouse Naval Outlying Field
Osceola National Forest	Saturiwa Swamp Conservation Area	Yellow Water Branch Trail Head
Otis Road Trail Head	Seven Sisters Islands	
Palatka-Lake Butler State Trail	Shell Bluff	
	Skinner-Smith Parcel	
	Southeast Intracoastal Waterway Park	
	St. Johns County Conservation Area	
	St. Marys River House	

Floridan Aquifer and Recharge Areas

Features provided on Natural Resources Recharge Areas map (USGS Land Use cover, 2009)

Figure 4 -Natural Resources of Regional Significance—Water Bodies

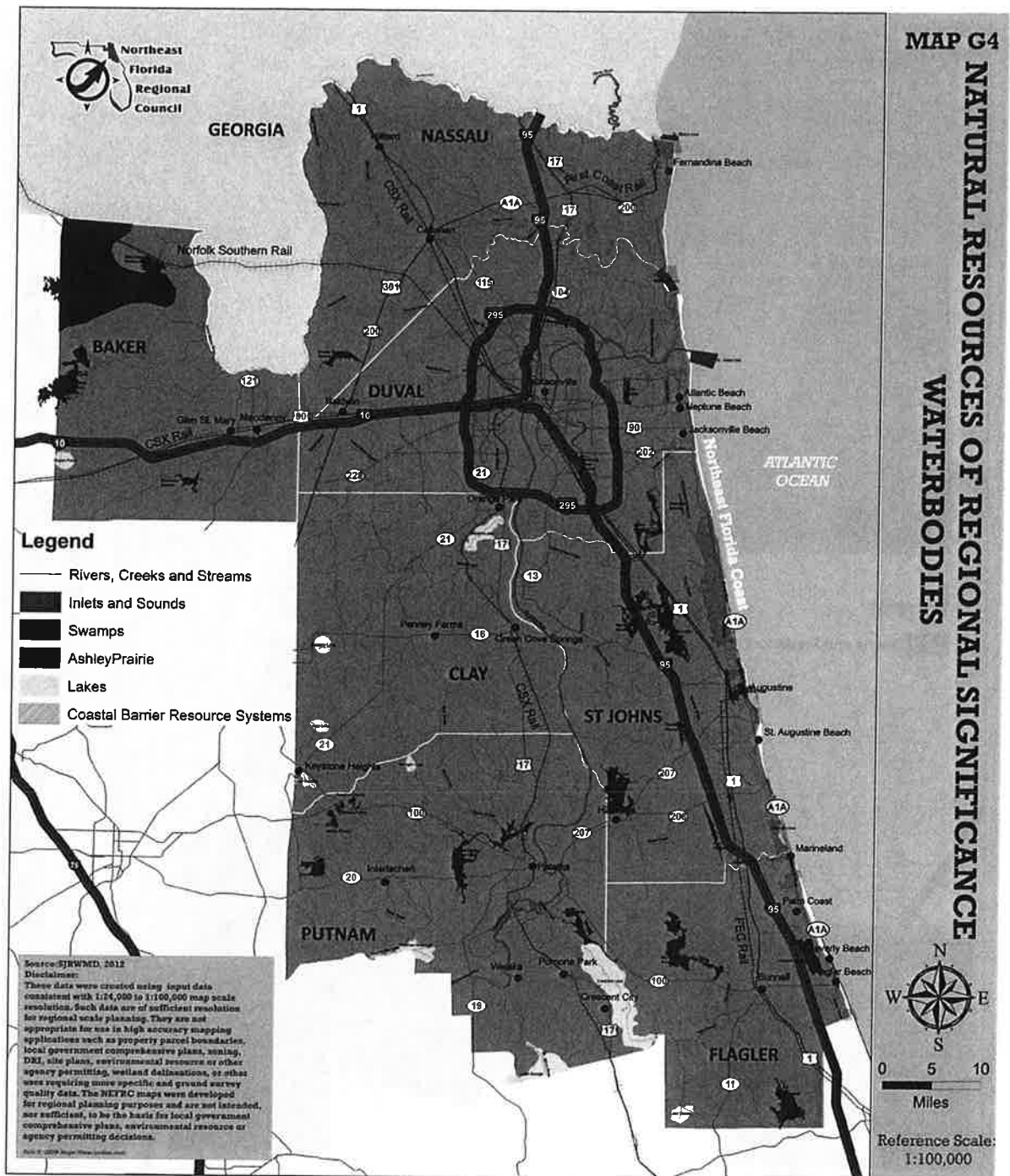


Figure 5 – Natural Resources of Regional Significance—Parks and Preserves

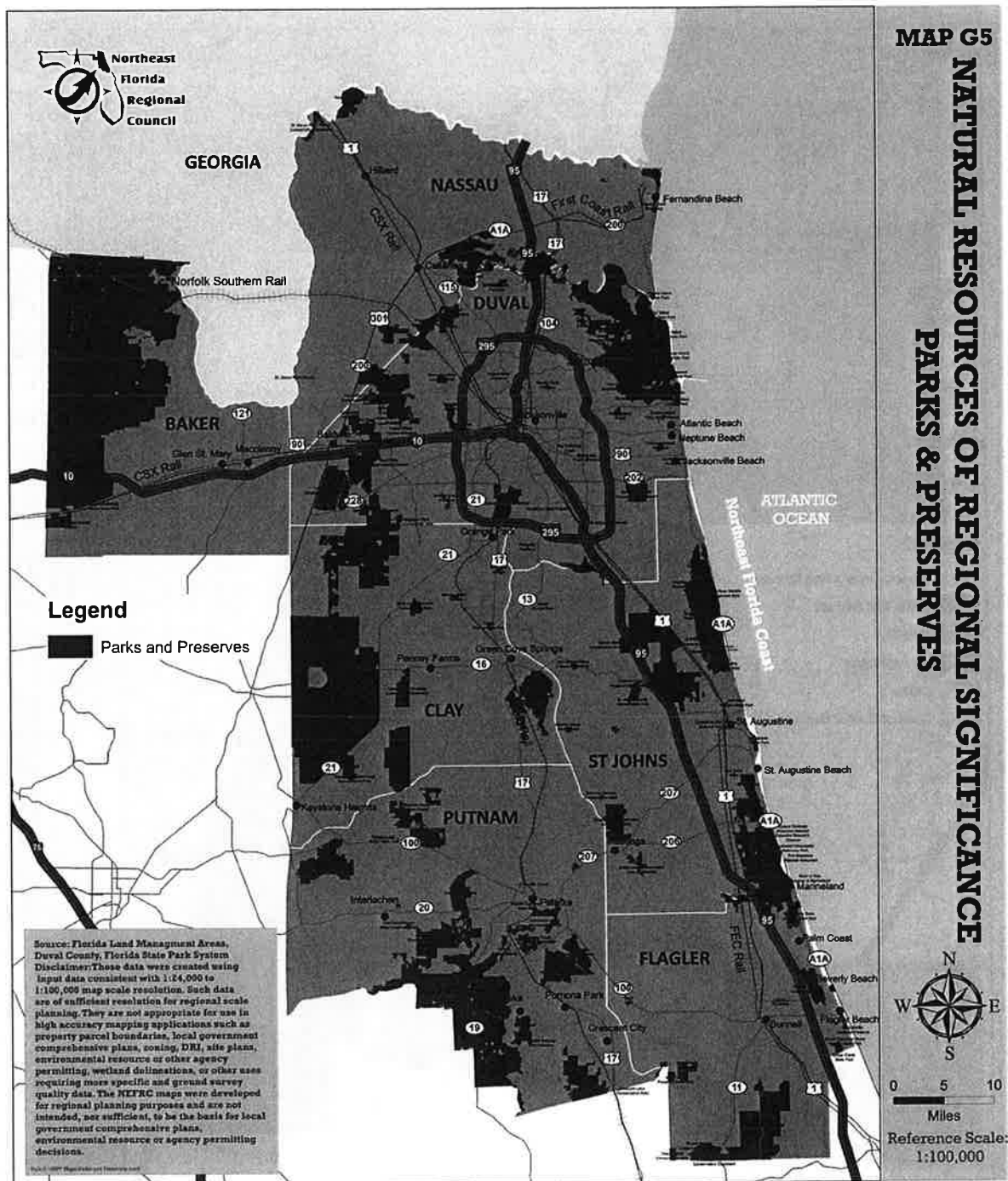
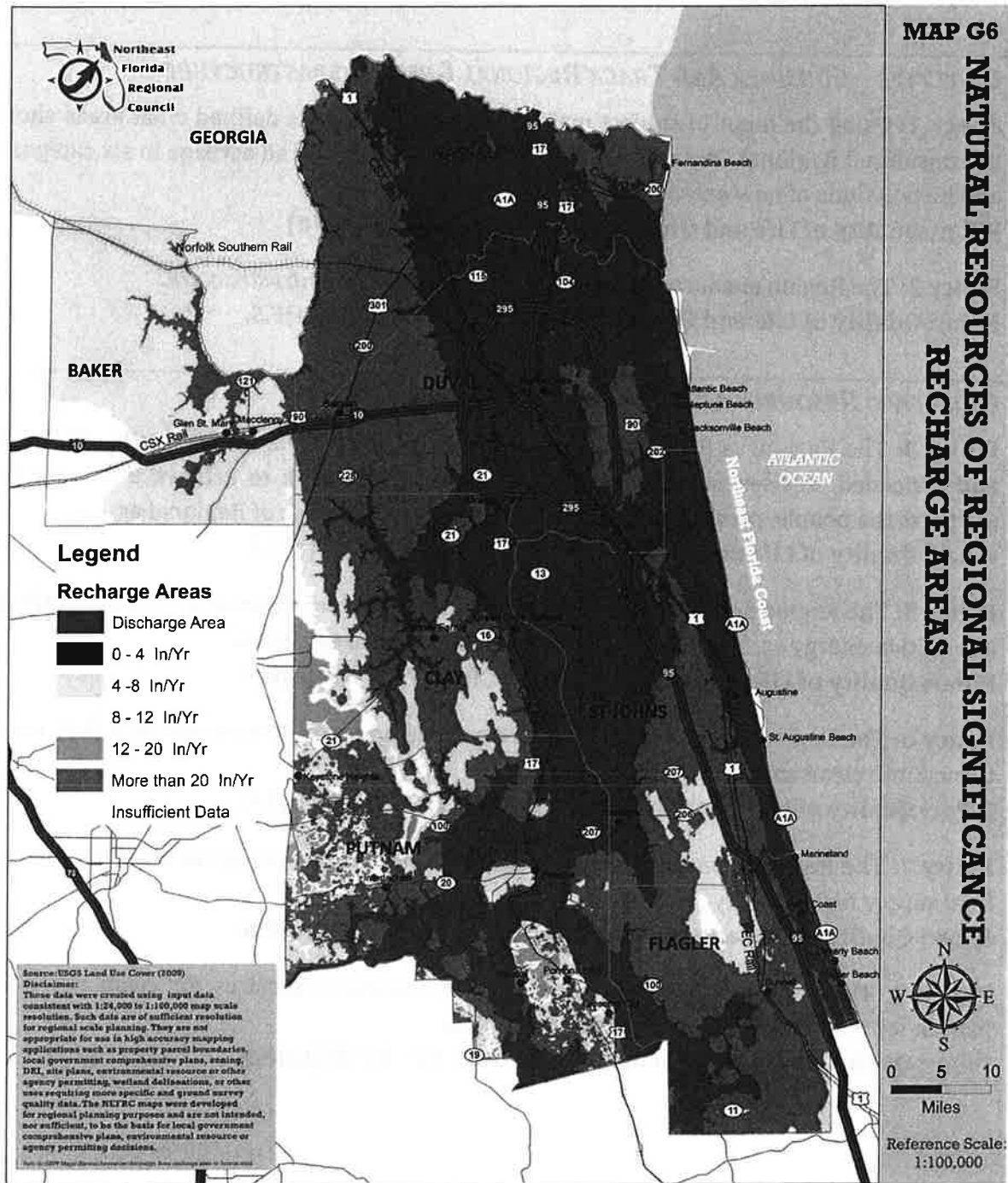


Figure 6 - Natural Resources of Regional Significance—Aquifer Recharge Areas



OBJECTIVES AND POLICIES

OBJECTIVE – CONSIDER AND TRACK REGIONAL GREEN INFRASTRUCTURE

Policy 1: Using the input of subject matter experts, NEFRC has defined what areas should be considered *Regional Green Infrastructure* and will track overall acreage in six categories and installations of new *green infrastructure* projects.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)

Policy 2: The Region encourages economic analysis of *green infrastructure*.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: RESOURCE ADAPTATION

Policy 3: The Region, as it determines the impact of climate change on Northeast Florida, and if needed, devises plans to mitigate and adapt, will seek to achieve a balance that supports the people, protects the resources and takes advantage of Regional assets.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 5: The Region supports innovation to lessen impact on resources, including utilizing alternative energy sources for power generation and transportation.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 6: The Region supports using local recyclable or renewable resources if they can be turned into clean sources of energy.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 7: The Region encourages preservation of agricultural acreage to meet the Regional food supply needs locally.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 8: The Region supports preservation of ecosystem services for clean air, water, habitat for wildlife populations, and flood control.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 9: The Region supports maintaining forest cover and tree canopy.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 10: NEFRC and its partners will endeavor to educate residents about the connection between their homes, the services, forests, wildlife and habitats, and planning practices to enhance sustainability and adaptation to climate change.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 11: The Region encourages development in areas outside Regional *Green Infrastructure* and, as such data becomes available, those likely to be impacted by sea level rise.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: LAND USE PATTERNS THAT SUPPORT NATURAL RESOURCES AND PEOPLE

Policy 12: The Region strives for consistent public and private land use policy that supports a Regional land use pattern that creates a healthy mix of uses in growth and redevelopment centers in all seven Counties, increases mobility options, reduces car-dependency, and maintains air quality.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 13: The Region seeks to provide a healthy lifestyle with connections to Regional recreation facilities, opportunities to access a high-quality education, housing in proximity to major employment centers, and access to affordable housing and communities that are safe, walkable and pedestrian friendly.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 14: NEFRC and its partners support education on smart growth principles.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 15: The Region supports incentives to private landowners to maintain forestry *best management practices* and maintain ecosystem services on their lands.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 17: The Region supports conservation of natural resources through public land acquisition to preserve ecosystem services.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 18: The NEFRC supports local government efforts to reduce impervious surfaces, encourage infill and redevelopment, and use low impact development practices in the Region.

Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

OBJECTIVE: HEALTHY, WELL-FUNCTIONING, AND SUSTAINABLE NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Policy 19: NEFRC promotes the protection Natural Resources of Regional Significance.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 20: The NEFRC will consider the long-term health of resources on the Natural Resources of Regional Significance list as it makes decisions and reviews projects that may impact them.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 21: NEFRC encourages local governments to consider impacts to these resources as they plan.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 22: Field verification, site surveys, and other detailed analyses may be used to determine the exact boundaries of Natural Resources of Regional Significance. The maps included in this plan generally depict location and connectivity.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 23: The Region supports protection of the populations of threatened, endangered and listed species, and will comply with the requirements of federal and state law in decision making regarding species, habitats, and natural systems.

Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: ENHANCED WATER QUANTITY

Policy 24: The Region seeks to maximize water conservation by domestic, agricultural, industrial, and commercial users.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 25: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reduction of gross and residential per capita residential water consumption.
- Development of a uniform comprehensive water consumption per capita tool to clearly and consistently track usage annually.
- Reductions of agricultural runoff by increasing the number of farms that have implemented both water table and nutrient *Best Management Practices*.

- Achieving 100% compliance with *National Pollutant Discharge Elimination System (NPDES)* permits.
- Eliminating use of potable water for lawn irrigation by 2060.
- Maximizing use of reclaimed water.
- Use of Florida Friendly and similar landscaping techniques to reduce irrigation needs and conserve water consumption.
- Diversifying sources of water.
- Tracking the percentages of water supply from each source.
- Educating the Region on water consumption and conservation.
- Protecting recharge areas.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

OBJECTIVE: ENHANCED AIR QUALITY

Policy 26: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reducing vehicle miles travelled in the Region.
- Increasing use of public transit.
- Increasing energy efficiency.
- Efforts to create more carbon sequestration areas.
- Maintenance of air quality standards.

Pillar: Quality of Life and Quality Places, SCP: 187.201(10)(a)F.S.

OBJECTIVE: WATER QUALITY

Policy 27: The Region strives for all water bodies to meet water quality standards.

Policy 28: The Region is committed to considering the integrity of ecosystems to be as valuable to the Region as economic growth, as they are interdependent.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 29: With its partners and through the *Regional atlas* and data clearinghouse the NEFRC will provide access to information on best practices, technologies, and tools to maintain water quality standards and preserve the integrity of ecosystems.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 30: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reduction of discharge of nutrients and pollutants into surface and groundwater.
- Elimination of failing septic tanks.

- Reduction of new septic tank installations.
- Expansion and improvement of data collection and evaluation for water quality through better coordination among agencies.
- Protection of functioning wetlands.
- Maintenance of riparian and wetland buffers.
- Purchase of land and wetlands for water conservation purposes.
- Development of a uniform wetland database to measure loss/gain of wetland function.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

NATURAL RESOURCES MEASURES

Figure 7 – Impaired Water Bodies

Number of water bodies that are listed as impaired	146
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Source: DEP, 2011 sites are: <http://www.dep.state.fl.us/water/watersheds/assessment/303drule.htm> and <http://www.dep.state.fl.us/water/watersheds/assessment/vdlists.htm>

Figure 8 – Vehicle Miles Traveled

Vehicle miles traveled (VMT) per capita	33.9
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Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report.
Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure 9 – Assessment of Impacts on St. Johns River

Number of local governments that assess impact on the St. Johns River in land use decisions:	
Routinely	7
Occasionally	2
Never	12

Source: NEFRC Local Government Survey 2012

Figure 10 – Water Use per Capita

Average water use per capita in gallons per day	155.8
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Source: 2010 Florida Statistical Abstract - Table 8.42 Water Use: Public Supplied Population, Water Use, and Withdrawals in the State and Counties of Florida, 2005. ACS - Total Population (2005-2009 Estimate).

Local Governments in Northeast Florida were surveyed about regulations they have in place requiring certain types of development, where they have incentives to encourage such development, and where they have both. Of 34 local governments (7 Counties and 27 municipalities), 22 completed the survey in early 2012.

Figure 11 – Local Government Survey Responses

	REGULATIONS	INCENTIVES	BOTH
Low Impact Development (LID)	6	5	3
Reduced impervious surfaces in site development	12	1	2
Use of Florida Water Star™ systems or appliances in new construction or renovation	2	4	1
Building or retrofitting to LEED Standards	0	4	1

Building or retrofitting to FGBC Green Building Standards	0	4	1
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Source: NEFRC 2012 Local Government Survey

Figure 12 - Green Infrastructure

TYPE OF GREEN INFRASTRUCTURE – 2012	ACRES OF GREEN INFRASTRUCTURE – 2012
Agriculture	169,901
Aquifer Recharge	1,706,393
Floodplain	1,044,548
Recreational	1,585,056
Silviculture	780,308
Wetlands	855,416
Number of <i>Green Infrastructure</i> Installations *	
* As of 2012, most local governments do not track this information. Individuals and local governments will be asked to identify these installations using the Green Map going forward.	

Source: See Maps. USGS Land Use Land Cover 2005,2009, 2012, SJRWMD 2012, FLMA 2012



Regional Transportation

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PROPOSED

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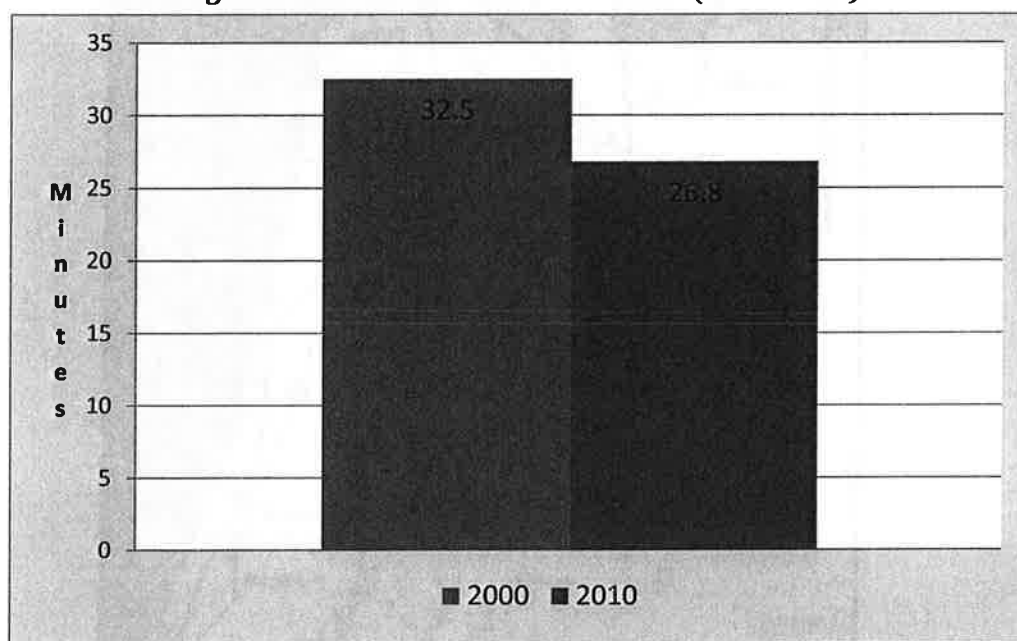
REGIONAL TRANSPORTATION TRENDS AND CONDITIONS

MEAN TRAVEL TIME TO WORK

Mean travel time refers to the average number of minutes it takes a person to get from home to work. The elapsed time includes time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work.

The graph shows mean travel time to work for the Region for the years 2000, and 2010. There was a decrease in mean travel time when comparing 2000 to 2010. The mean travel time in 2010 was 26.8 minutes. The mean travel time for each County in the Region was retrieved from the US Census and then weighted based on their population over the age of 16.

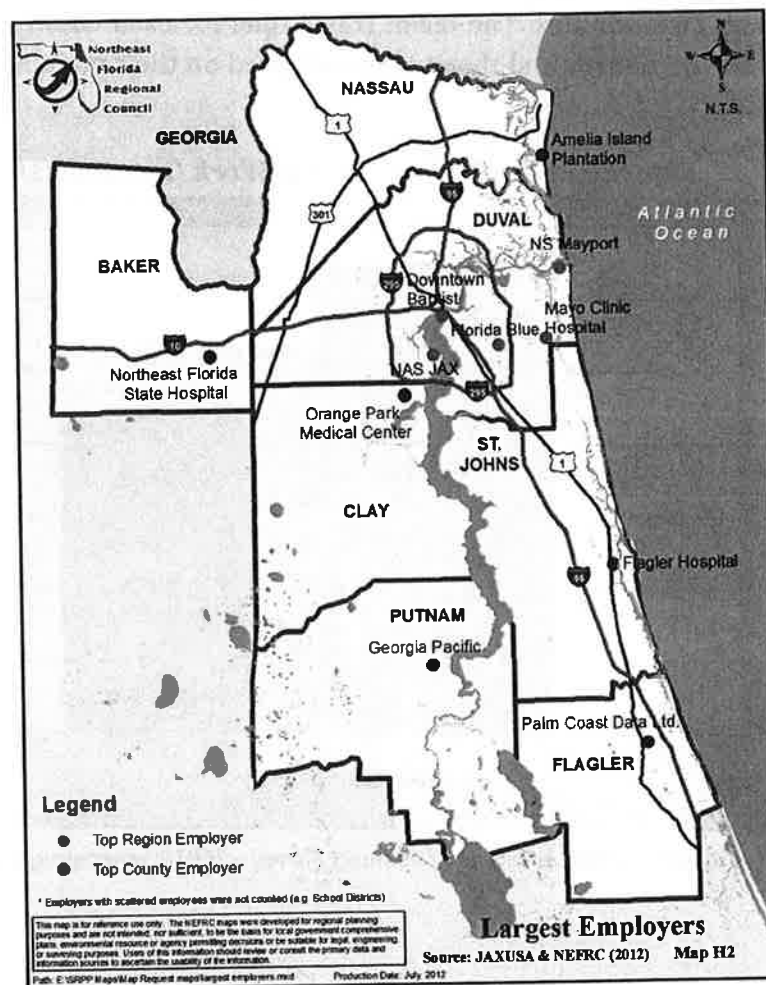
Figure 1 - Mean Travel Time to Work (in minutes)



Source: US Census Bureau – 2000; American Community Survey – 20010; www.census.gov; www.census.gov/acs

Figure 2 shows the largest employment centers in each County and the top employment centers in the Region. The Regional centers were used to determine the jobs to housing ratio. The job to housing ratio for the five largest employment centers in the Region is 1.5¹. This means that for every housing unit there are 1.5 jobs in those large employment areas. These employment centers are not centralized, so an employee might not be able to live close to their job. The Region promotes mixed-use growth centers to improve the jobs to housing ratio, allow for multiple modes of transportation, reduce car dependency, and maintain air quality. This ratio can be decreased by promoting community design that provides the ability to walk to places, whether to work, to the park, or to a retail area.

Figure 2 - Largest Employers



Source: JaxUSA and Northeast Florida Regional Council, 2012

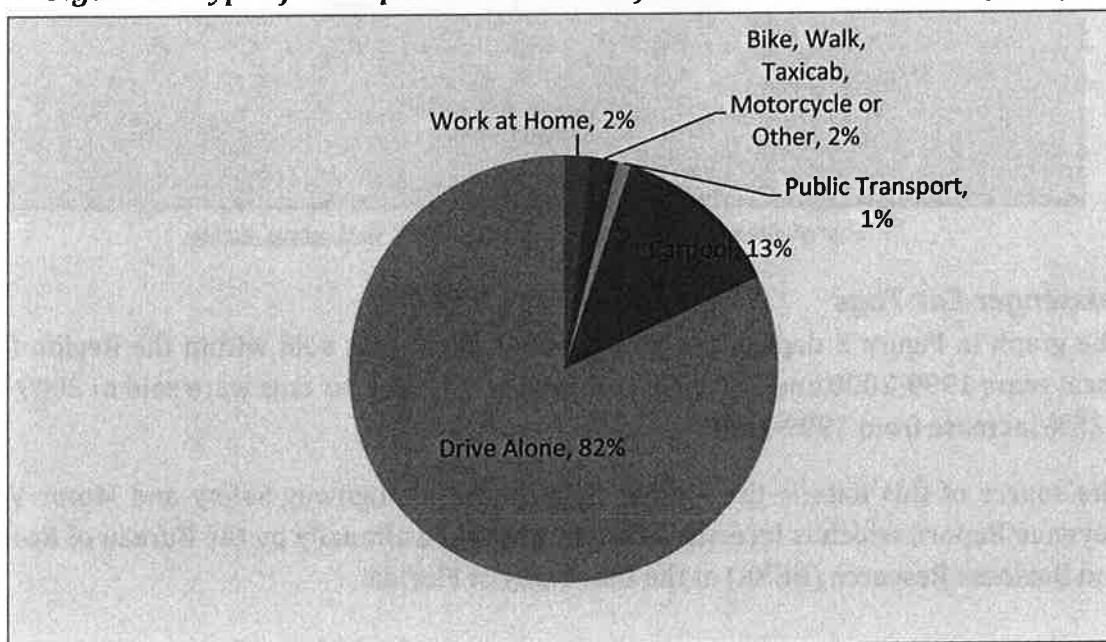
¹<http://www.JaxUSA.com> and NEFRC

TYPE OF TRANSPORTATION TO WORK FOR WORKERS 16 AND OVER

The following two pie charts represent various types of transportation modes used by people traveling to their place of employment throughout the Region. Although the modes of transportation are similar in the year 2000 and 2010, reporting methodology has changed and only general comparisons can be drawn.

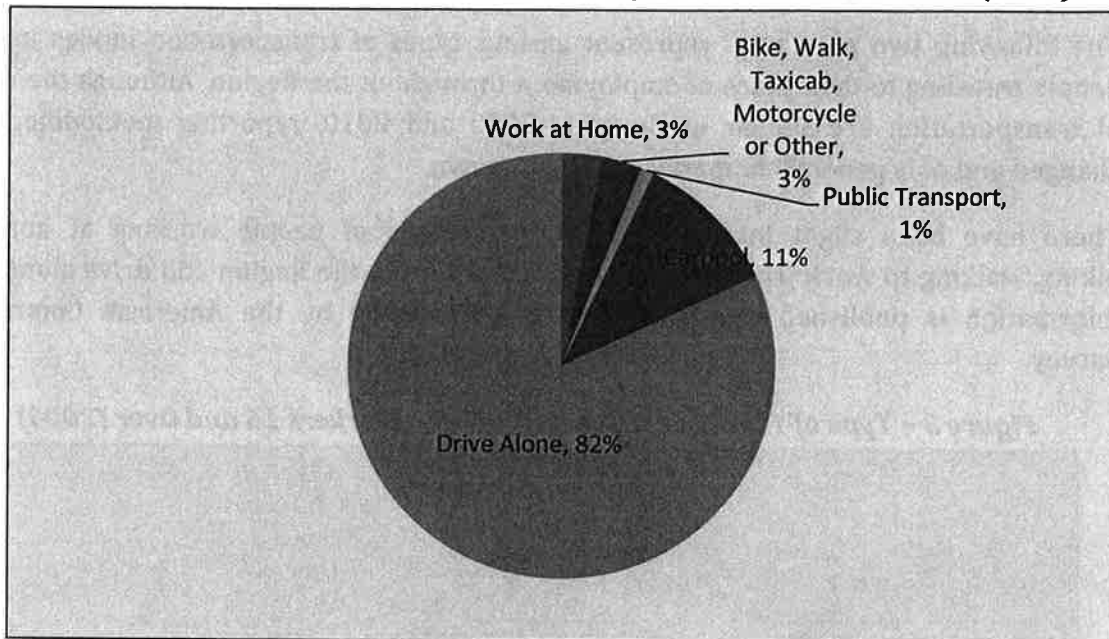
There have been slight increases in the percentage of people working at home or biking/walking to work. The vast majority of workers in the Region still drive alone. This information is published each Census, and periodically by the American Community Survey.

Figure 3 – Type of Transportation to Work for Workers 16 and Over (2000)



Source: US Census Bureau – 2000; www.census.gov

Figure 4 – Type of Transportation to Work for Workers 16 and Over (2010)

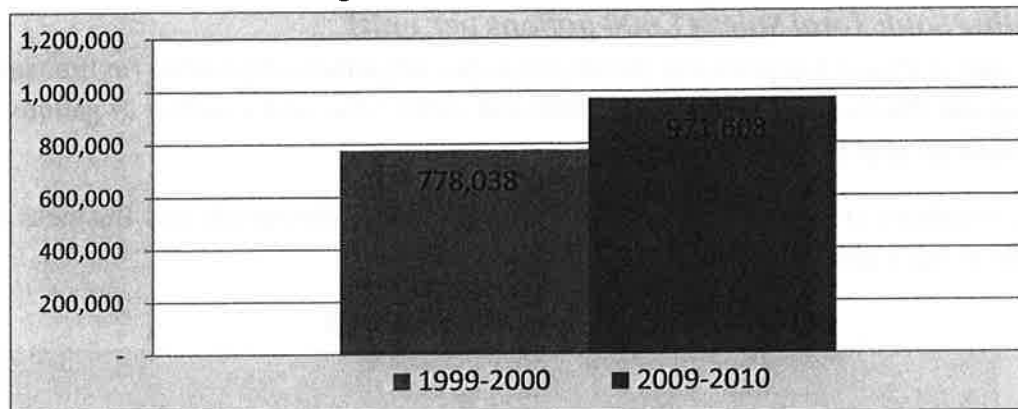


Source: American Community Survey – 2010; www.census.gov/acs

Passenger Car Tags

The graph in Figure 5 depicts the total number of car tags sold within the Region for the fiscal years 1999-2000 and 2009-2010. A total of 971,608 car tags were sold in 2009-2010; a 25% increase from 1999-2000.

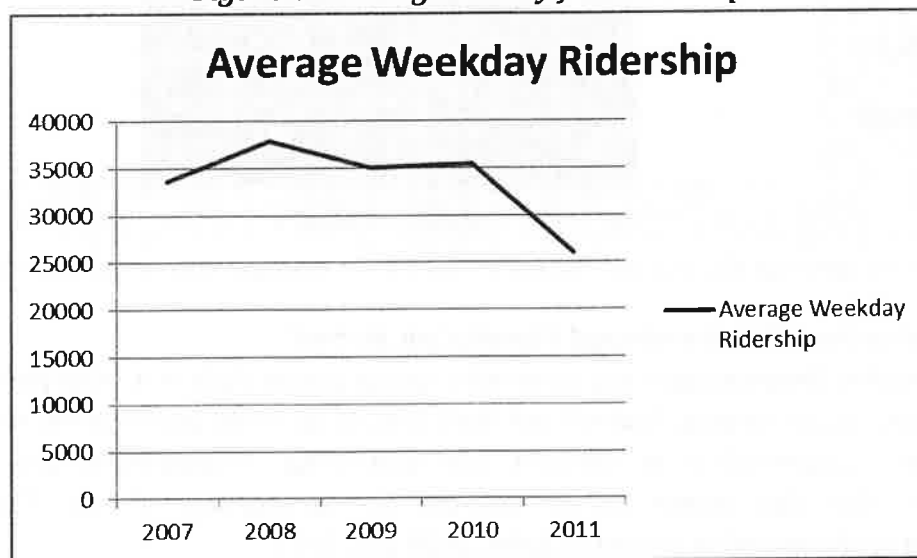
The source of this data is the Florida Department of Highway Safety and Motor Vehicle Revenue Report, which is incorporated and published annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Figure 5 – Passenger Car Tags

Source: Florida Statistical Abstract 2001 & 2009, Bureau of Economic and Business Research (BEBR); www.bebr.ufl.edu

JTA Bus System Ridership

The following line graph shows the average number of weekday riders on Jacksonville Transit Authority's (JTA) operated services. Average weekday ridership peaked in 2008 with 37,863 weekday ridership trips and has significantly decreased in 2011 to 25,997 weekday ridership trips.

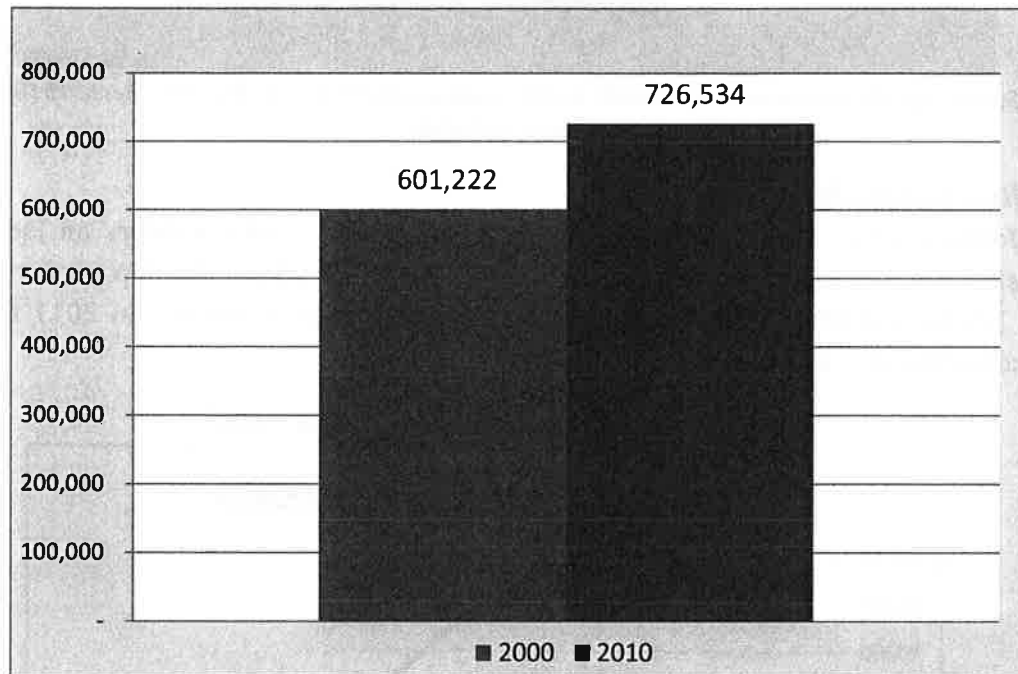
Figure 6 - Average Weekly JTA Ridership

Source: JTA; www.jtafla.com

Gasoline Sold; Total Sales (1,000 gallons per unit)

The table in Figure 6 represents the total number of gallons of gasoline (in thousands) sold throughout the Region in the years 2000 and 2010. The total number of gallons sold has increased by approximately 21%.

These numbers are released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Figure 7 – Gasoline Sold

Source: Florida Statistical Abstract 2011; Bureau of Business and Economic Research (BEBR); www.bebr.ufl.edu

Transportation Disadvantaged Population Served

Transportation Disadvantaged are those who cannot obtain their own transportation due to a disability, age, or income. Federal and State funded agencies join together to provide the necessary transportation to medical, life sustaining, employment, and educational locations. The line graph below reflects the proportion of the Transportation Disadvantaged population served in 2009, 2010, and 2011.

Baker, Clay, Nassau, and St. Johns County continued to serve approximately the same proportion of transportation disadvantaged in 2011 as they did in 2010 and 2009. Putnam and Flagler County experienced a slight increase in transportation-disadvantaged population served. Duval County showed a sharp reduction in the proportion of transportation disadvantaged served in 2011, when compared to the previous two years.

The Region as a whole has experienced a reduction in the percent of transportation-disadvantaged population served from 2009 to 2011.

STRATEGIC ISSUE: MOBILITY AND ACCESS

The Transportation Disadvantaged program was created by the 1989 Legislature to provide transportation services to disadvantaged citizens residing in the seven Counties of northeast Florida. The mission of the Commission for the Transportation Disadvantaged is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation-disadvantaged persons. Chapter 427.001 (1) F.S. defines Transportation Disadvantaged as “those persons who because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or at risk.” According to the Center for Urban Transportation Research, there are 498,401 transportation disadvantaged eligible persons in Northeast Florida in 2011.

In Northeast Florida 34,710² households do not own a car. The majority of these residents lack a car not by choice. It is very difficult for these people with limited mobility options to accomplish daily errands such as shopping, medical trips, etc. Public transit services are sometimes their only option.

With so many people lacking access to their own personal cars, the Region should promote the expansion of bicycle lanes and sidewalks. More bike lanes and sidewalks will be beneficial to transportation-disadvantaged persons who rely on those facilities. It is important to remember that improved bicycle and pedestrian facilities help everybody, not just transportation disadvantaged citizens.

STRATEGIC ISSUE: CONNECTIVITY: MAXIMIZE THE UTILITY OF INFRASTRUCTURE IN PLANNED AND CONNECTED CENTERS

The integration of air travel and sea travel into the Regional transportation system is critical in enabling the Region to meet the travel demands of residents, as well as to enhance the economic prosperity of the Region.

The total number of passengers at the Region’s main airport, Jacksonville International Airport (JIA), has been steady the last few years since decreasing from a high in 2007. In 2007, there were about 6.3 million passengers through JIA, 6 million in 2008, 5.6 million in

² American Community Survey 5-Year Estimates, (2005-2009), Housing Characteristics, Vehicles Available

2009, 5.6 million in 2010, and 5.5 million in 2011.³ Seaports play a crucial role in the movement of goods in and out of the Region. Regional seaports are critical to the maintenance of a *multi-modal Regional transportation network* to meet the mobility needs of the Region. The main port in the Region is Jaxport, which is comprised of the Blount Island Marine Terminal, Talleyrand Marine Terminal, the Dames Point Marine Terminal, and the Jaxport Cruise Terminal. In 2009, total tonnage for Jaxport decreased to 7,281,963, but it increased the next two years. In 2010, total tonnage was 8,043,925 and in 2011 total tonnage was 8,128,013.

Jaxport will be expanding in the future with the addition of the Hanjin shipping company. Jaxport expects the expansion to create more than 5,600 new jobs in the trucking, distribution and logistics sectors. This will further promote Northeast Florida being one of the nation's premier logistics centers.

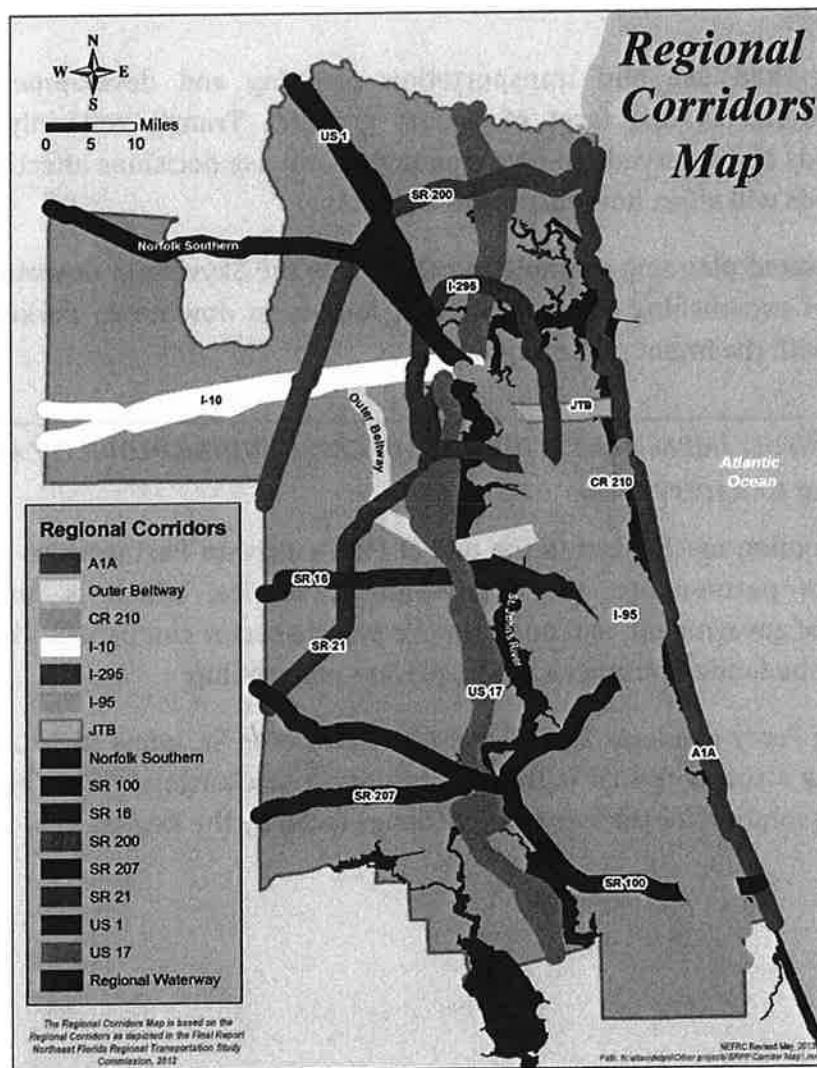
Based on the Florida DOT's Florida Highway Mileage Report, vehicle miles traveled (VMT) per capita in 2010 for Northeast Florida was 33.9, meaning on average every person in the Region drives 33.9 miles a day. This number is achieved by dividing the total daily vehicle miles traveled in 2010 by the Region's population. In 2009 the Region's VMT was 33.1 in 2008 it was 33.6, in 2007 the Region's VMT was 35.3 and in 2006 the VMT was 36.3.

³ <http://www.jia.aero/content.aspx?id=18>

STRATEGIC ISSUE: ECONOMIC COMPETITIVENESS: A MULTI-MODAL TRANSPORTATION NETWORK FOR RESIDENTS AND BUSINESSES

Multi-modal transport is the transportation of goods or people by at least two different modes of transportation. To make Northeast Florida economically competitive, the Region must take advantage of all transportation options. Below are the regional corridors identified by the Northeast Florida Regional Transportation Study Commission. Local governments are encouraged in this plan to determine what areas are appropriate for new growth, and the Region has an opportunity to support such growth by connecting it to other growth centers using corridors such as these.

Figure 8 – Regional Corridors Map



JTA is currently analyzing the number of people residing in a JTA service area. This will provide insight into the amount of residents that can walk to transit, and may also provide insight into those who could bike or utilize park and ride facilities.

Improved transit options will become even more important in the future, as studies have shown that young people are willing to drive less and instead use alternative means of transportation. Nationally, from 2001 to 2009, the average annual number of vehicle miles traveled by people aged 16 to 34 decreased from 10,300 to 7,900 miles per capita. That is a drop of 23 percent. In the same period, the number of passenger-miles traveled by 16 to 34-year-olds on public transit increased by 40 percent.⁴

STRATEGIC ISSUE: INTEGRATED PLANNING: THE LINK BETWEEN LAND USE, RESOURCES AND MOBILITY

Coordinating land use and transportation planning and development is commonly considered today as one facet of “smart growth”. Transit will only succeed if the neighborhoods being served are dense enough. Land use decisions affecting the density of neighborhoods will affect how successful transit is.

A local integrated planning example to consider is the Skyway in downtown Jacksonville. The policy of establishing an abundance of long-term downtown parking has not been compatible with the intent of the Skyway.

STRATEGIC ISSUE: IMPLEMENTATION RESOURCES: FUNDING MOBILITY AND MAINTAINING CAPACITY

A creative funding mechanism is the use of Public-Private Partnerships to fund projects. Public-Private partnerships are a government service, which is funded through a partnership of government, and one or more private sector companies. The Outer Beltway may possibly be funded through a public-private partnership.

The Mayport Ferry connects State Road A1A across the St. Johns River and is Regionally significant. As a resource that is frequently subject to changes in funding, finding a long-term funding solution for the ferry is a challenge faced by the Region.

⁴ “Transportation and the New Generation”, Frontier Group

STRATEGIC ISSUE: CUTTING EDGE: MAKING FULL AND TIMELY USE OF TECHNOLOGY

Northeast Florida can benefit greatly by employing *Intelligent Transportation Systems (ITS)*. ITS refers to using technology to improve road safety and improve the management of traffic. Some examples of ITS are variable speed limits and dynamic traffic light sequences to improve traffic flow.

Specific projects in the Northeast Florida Region have been the installation of contraflow signal system on Bay Street in Jacksonville, the installation of on-board cameras on 68 JTA buses, and the installation of Road Weather Information Systems on the Dames Point, Buckman, Vilano, and SR 302 bridges.

There are freeway management systems with ITS cameras, sensors, and message signs on I-95, and I-295. These improvements provide information to commuters, improve traffic flow, and improve accident recovery times. Local arterial roads have ITS to improve traffic signal timings.

TRANSPORTATION SUMMARY

Northeast Florida is a transportation hub. Three major Interstates converge in or near the seven County Region. An Outer Beltway is planned to connect I-10 to I-95 through Clay County. Two deep-water ports exist at Fernandina Beach and Jacksonville. The St. Johns River offers the option of river transport and cruise ships. Every railroad with a presence in Florida has facilities in Northeast Florida. An international airport in Jacksonville, along with several Regional and commercial airports and one of the longest runways in Florida at Cecil Field, offer opportunities and room for expansion of transport by air. The military impacts many aspects of life in the Region. A change to flexible start times for workers commuting to and from some of the military installations in the Region has made a positive impact on the capacity of roads in the vicinity at peak hours.

Maximizing the Region's transportation assets remains a challenge. The Region depends almost exclusively on roads; most of the Region's residents drive, to the exclusion of most other modes of transportation. Few options are available to most residents, as bus transit only exists in limited parts of the Region or is available only to the transportation disadvantaged as para-transit. Transportation Disadvantaged programs are well established in Florida and well-utilized in Northeast Florida. They have a special benefit in rural areas, where no other transit is available. The limited options make it difficult to keep roads functioning at acceptable levels of service, and the Region is experiencing the rising congestion levels that usually precede a shift towards transit. The limited options also limit the options of residents who are trying to take advantage of opportunities to increase their

incomes, as many jobs are out of reach without an automobile. The presence of existing rail lines is an asset, but they are not currently used for commuter rail, and they are not ideally located to shift freight from the ports. Most freight is trucked from the ports to rail. Florida in general, and Northeast Florida is no exception, has only limited passenger rail service in the form of slow and infrequent Amtrak service that operates from Jacksonville to Miami via Orlando.

The confluence of Interstate roads that makes for easy access to and from the Region also includes traffic, which simply passes through Northeast Florida, sometimes without stopping and with minimal economic benefit to the Region. The Region has only limited examples of bringing private capital and public-private partnerships to transportation planning, so review of these options is just beginning. In addition, the populace often does not welcome fees or taxes in support of public infrastructure. The Region, like many in the Sun Belt, has experienced much of its growth in a suburban pattern that includes little connectivity of roads and few choices of popular routes.

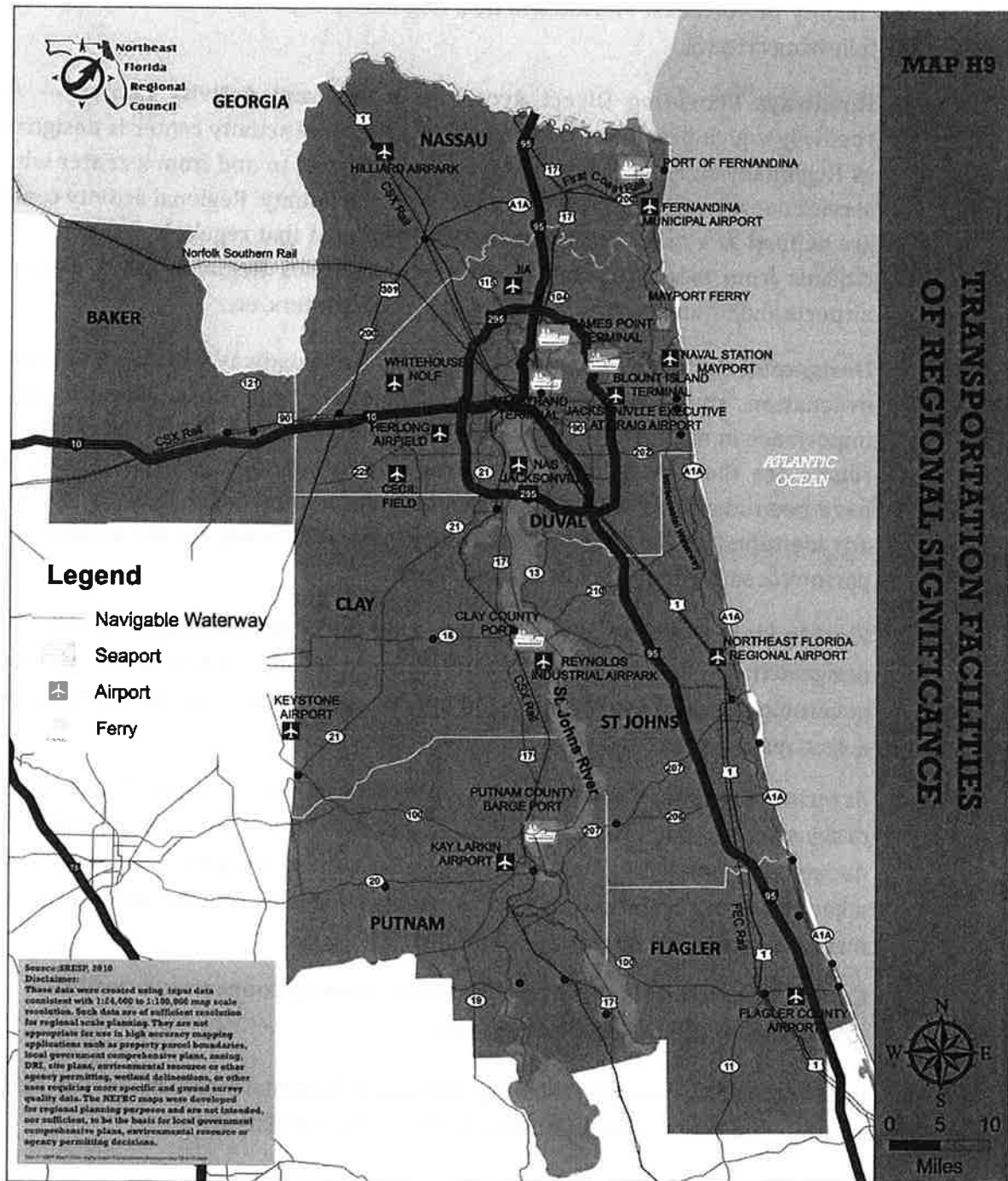
REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

A roadway facility in Northeast Florida will be a Regionally Significant Roadway if it meets one of the following criteria.

1. **Roadways Providing Direct Access to a Regional Activity Center** — Any roadway which provides direct access to a Regional activity center is designated as Regionally significant because it facilitates travel to and from a center whose service delivery area consists of greater than one County. Regional activity centers are defined as a major facility or development area that regularly attracts use by citizens from more than one County, and includes Regional malls, Regional airports, major universities, professional sports centers, etc.
2. **Designated Hurricane Evacuation Route** — Any roadway which is a hurricane evacuation route is designated as Regionally significant because of its importance in meeting the evacuation needs of the Region. Hurricane evacuation routes are those designated by County emergency management officials that have been identified with standardized statewide directional signs by FDOT, or are identified in the Regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.
3. **Florida State Highway System** — Any roadway on the state highway system is designated as Regionally significant because of the involvement of local government in land use planning and approvals, and the state for funding and access management decisions.
4. **Arterials Crossing County Lines** — Any arterial which crosses County lines is designated as Regionally significant, because the land use planning and decisions by one local government may affect the operating conditions in the adjacent County, and roadway improvements need to be coordinated to attain and maintain acceptable operating conditions.
5. **Connecting Arterials** — Any arterial which directly connects two roadways that fit into any of the above categories.

The transportation facilities on the following map are of Regional significance. The map is just an illustration and may not include all such resources or facilities.

Figure 9 – Transportation Facilities of Regional Significance



OBJECTIVES AND POLICIES

OBJECTIVE: MOBILITY – PEOPLE BENEFIT FROM MOBILITY AND ACCESS

Policy 1: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including

- Reduced commute times and automobile dependence, as they provide additional opportunities for residents to engage in physical activity.
- Reduced automobile dependence through community design that encourages walking and bicycles as transportation modes.
- Mixed-use communities that integrate residential and employment-generating land uses to reduce the need to travel great distances for work.
- Using park design and community design to ensure that recreation areas are accessible to all residents, and providing mobility and programmatic options so that all of residents can get to recreation areas without the use of a personal vehicle.
- Increasing the proportion of trips of less than a mile that are accomplished by walking, and the proportion of trips of less than 5 miles that are accomplished by biking

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 2: The Region supports affordable mobility options other than the private car for residents that do not own a car.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 3: The Region aspires to provide the most reliable, comprehensive, and cost-effective service possible to the transportation disadvantaged. The NEFRC will use partnerships to realize Regional efficiencies, provide access to all necessary services, and increase trips that encourage social interaction.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: CONNECTIVITY – MAXIMIZE THE UTILITY OF INFRASTRUCTURE IN PLANNED AND CONNECTED CENTERS

The Region seeks to create efficient connectivity within the Region, and with state, national, and global economies. This includes centers of population and jobs that are well-connected, limit commute times for most residents, and provide opportunities for all residents of the Region to work if they choose.

Policy 4: Northeast Florida makes development of Regional employment centers and infrastructure a first priority, politically and fiscally.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 5: Northeast Florida supports creation of a sustainable Region with growth and redevelopment centers targeted by local governments connected by an interconnected transit system, using technologies and conservation practices that lessen the Region's dependence on imported fossil fuels.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 6: Northeast Florida capitalizes on its deep-water ports, airports, and rail / roadway connections to the nation through the continued improvement and expansion of infrastructure, including facilities, centralized systems for water, sewer, fiber optics (high speed internet), electric and natural gas distribution.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 7: The NEFRC provides and maintains a Regional atlas. This is a series of images, lists and maps that identifies environmentally sensitive lands, built, and planned major roadways, commercial and industrial lands, military bases, residential lands, and other land uses. Local governments use this atlas as a guide to coordinate planning efforts, prioritize public expenditures, and facilitate economic development.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 8: NEFRC, through its partners and the Regional atlas, maintains a Regional inventory of shovel ready, full-service, and entitled Regional employment centers.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

GOAL: ECONOMIC COMPETITIVENESS: A MULTI-MODAL TRANSPORTATION NETWORK FOR RESIDENTS AND BUSINESSES

Policy 9: To promote a diversified and vibrant Regional economy, the Region supports an efficient *multi-modal transportation network* to move people and goods, and NEFRC and its partners support infrastructure investments needed to make it work. The network includes mobility options to move goods and people to support business and industry.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 10: The Region will develop a *multi-modal transportation network* within the Regional Transportation Study Commission's Regional Corridors (Map H9), and will seek to prioritize projects that enhance mobility along these corridors, increase connectivity

between growth centers as identified by local governments, and increase choices for people.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 11: NEFRC and its partners commit to a *multi-modal transportation network* for the Region. All agree to review it frequently to take advantage of changes in technology and practice but also agree to maintain the commitment until the network is completed and the system is built.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 12: The *multi-modal transportation network*, as it is created, is considered with transportation priorities, natural resource priorities and neighborhood context.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 13: The *multi-modal transportation network* supports the wide range of lifestyle choices available to First Coast residents. Dense, transit-oriented communities are spread throughout the Region in locations that are supported by local governments and residents. These centers offer a diversity of jobs, schools, homes, civic, cultural, and faith-based uses, recreation, services and amenities.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 14: The Region wants employers to be satisfied with their ability to be competitive in attracting and maintaining business and workforce, because intermodal connections are frequent and efficient and allow for the easy movement of freight and people between modes.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 15: The Region seeks to create and maintain a transportation system that is efficient and cost effective. As transportation plans are made, NEFRC and its partners assess, using frequently reviewed methodologies, the true costs of transportation in general and transit in particular, to determine cost effectiveness to the taxpayer, to the rider and to the economic development of the Region.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 16: NEFRC and its partners collaborate to make transit, of whatever modes are found to be appropriate, a viable choice for workers in the Region.

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 17: The Region will prioritize improvements to the transportation network that have the potential to lessen the number of car, bicycle and pedestrian traffic accidents

Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

OBJECTIVE: INTEGRATED PLANNING: THE LINK BETWEEN LAND USE, RESOURCES AND MOBILITY

Policy 18: Government and other leaders at the Regional and local levels are consistent in their policy to guide public and private land use toward a Regional land use pattern that creates a healthy job to housing ratio in mixed use growth centers, enhances the efficiency of the transportation system and maintains air quality. Local governments choose to locate growth in locations that recognize these linkages.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 19: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Local governments as they identify areas appropriate for mixed-use development.
- Communication of the benefits of density and mixed-use development, including demonstration of property value increase.
- Emphasis on balance between individual and common spaces and the transition of densities, so that residents of the Region see the benefits, regardless of the lifestyle choices they make.
- Incentives for dense and/or mixed use development.
- Incentives to private landowners to maintain wise forestry practices and maintain ecosystem services on their lands.
- Maintenance of a diversity of land use in the Region.
- Conservation of natural resources through public land acquisition to preserve ecosystem services.
- Reduction of impervious surfaces in the Region.
- Infill and redevelopment.
- Use of low impact development practices.
- Balance between land use and parking policies.
- Learning from other communities and Regions.
- Sensitivity to communities in road and mobility infrastructure design.
- Communities that are planned for people first, not cars.
- Giving residents great places to walk to safely. Encouraging developers and local governments to promote mixed-use communities that provide alternative forms of transportation, such as sidewalks, bike paths and transit stops in locations with highest density.
- Provision of reliable transit options.

- Designation of areas for *Transit Oriented Development* (TOD) and the offering of cost effective incentives within them for development that is affordable, dense, and/or green.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: IMPLEMENTATION RESOURCES: FUNDING MOBILITY AND MAINTAINING CAPACITY

Policy 20: Transportation funding in the Region is reliable, equitable, efficient and affordable, and considers all needs and all modes.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 21: NEFRC supports local governments and stakeholders of the Region as they coordinate funding efforts to maximize efficiencies that create mobility choices for residents of the Region. This includes collaboration on maintenance and operation of a Regional *multi-modal transportation system* that serves the suburban and urban parts of the Region, with ways to connect for rural residents.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 22: NEFRC acknowledges that transportation concurrency is a local issue that each local government must decide for itself. NEFRC will be a resource for local governments by being a clearinghouse for methodologies and by measuring the status of Regional roadways and transit.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 23: The Region supports a safe, efficient, well-funded, and well maintained Regional road network that meets the requirements of population and economic growth, and meets the challenges of transition away from fossil fuels to alternative energy. The road network should be designed and maintained to be complementary to the Regional transit network, and to all modes of transport and travel, including safe walking and biking.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 24: Northeast Florida aspires to a safe transportation network that gives pedestrians and bicyclists equal priority with motor vehicles, with roadways that are designed to minimize conflicts between motor vehicles and bicycles or pedestrians, therefore resulting in safe travels regardless of transportation mode.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 25: The Region supports:

- Transportation costs that are reasonable to users.

- Reliable revenue sources in place for transportation improvements and maintenance.
- A transportation sector that takes full advantage of public/private partnerships.
- Make existing roadways more efficient.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE EDGE – MAKING FULL AND TIMELY USE OF TECHNOLOGY

Policy 26: Northeast Florida is receptive to technology that improves the transportation system or can otherwise benefit quality of life in the Region. If technology can help us to improve quality of life in the Region, we embrace it.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 27: While technology and its benefits will change over time, these initiatives are currently supported:

- Technology that alleviates peak hour and peak period transportation deficiencies. This will make a Regional network that is more cost effective and that can reduce congestion levels along roadways that can no longer accommodate additional lanes because of constraints.
- Transportation planning decisions that are always made in the context of changing technology and a Regional *multi-modal network* that is flexible so as to benefit from the opportunities provided by technology.
- *Intelligent Transportation Systems (ITS)* as part of the *multi-modal transportation network*.
- Maintaining travel times through implementation of the incident management systems, to minimize impacts on business operation and worker commute times.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

REGIONAL TRANSPORTATION MEASURES

Figure 10 – Number of Accidents by Mode

TYPE	TOTAL CRASHES	TOTAL FATALITIES	TOTAL INJURIES
Bicycle involved	348	8	316
Pedestrian involved	525	35	499
Vehicle only	22,061	179	14,147

Source: FDOT, District 2 and District 5, Department of Traffic Statistics 2011

Local Governments in Northeast Florida were surveyed as to the regulations they have in place requiring certain types of development, where they have incentives to encourage such development, and where they have both. Of 34 local governments (seven Counties and 27 municipalities), 22 completed the survey in early 2012.

Figure 11– Local Government Survey Responses

	REGULATIONS	INCENTIVES	BOTH
Safety for Bicyclists and/or pedestrians	8	3	1
Public safety and crime reduction by encouraging active, visible, and busy streets, sidewalks and/or common areas	4	1	1
Site or development planning that enhances transportation efficiency, such as limiting curb cuts, connectivity to adjacent developments, etc.	11	1	2
Transit oriented development	4	1	1

Source: NEFRC Local Government Survey, 2012

Figure 12 – Annual Transportation Disadvantaged Trips

Annual number of Transportation Disadvantaged trips	1,256,865
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Source: Total Trips, 2011 Annual Performance Report,
Florida Commission for the Transportation Disadvantaged

Figure 13 – Vehicle Miles Traveled

Vehicles miles traveled (VMT) per capita	33.9
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Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report.
Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure14 – Riders Served by JTA

Number of people served by transit route within JTA service area	JTA analysis underway
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*Source: JTA***Figure 15 – Transportation Implemented through Public-Private Partnerships**

Number of transportation projects implemented through public-private partnerships (PPP)	0
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Source: North Florida TPO

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



TABLE 4.4
WATER WITHDRAWALS BY CATEGORY, 2000
PERCENT OF TOTAL

Area	Total (Fresh & Saline)	Public (Fresh)	Domestic (Fresh)	Industrial (Fresh)	Water Used for Irrigation		Thermo- electric (Fresh & Saline)
					Agriculture (Fresh)	Recreation (Fresh)	
Alachua	100.0	47.0	6.8	4.2	30.2	7.4	4.4
Bradford	100.0	23.6	32.3	21.4	17.4	5.3	0.0
Columbia	100.0	26.0	26.5	2.4	41.8	3.2	0.0
Dixie	100.0	19.0	27.8	7.4	45.9	0.0	0.0
Gilchrist	100.0	1.7	8.2	1.6	88.5	0.0	0.0
Hamilton	100.0	2.3	1.8	82.4	13.5	0.0	0.0
Lafayette	100.0	2.9	8.8	2.9	85.4	0.0	0.0
Madison	100.0	17.9	13.3	1.6	64.4	2.8	0.0
Suwannee	100.0	1.1	2.1	1.2	16.4	0.1	79.1
Taylor	100.0	3.5	1.9	90.6	3.9	0.2	0.0
Union	100.0	12.3	37.5	13.7	36.5	0.0	0.0
Region	100.0	12.0	5.7	25.5	24.4	1.7	30.7
Florida	100.0	12.1	1.0	2.8	19.5	2.0	62.6

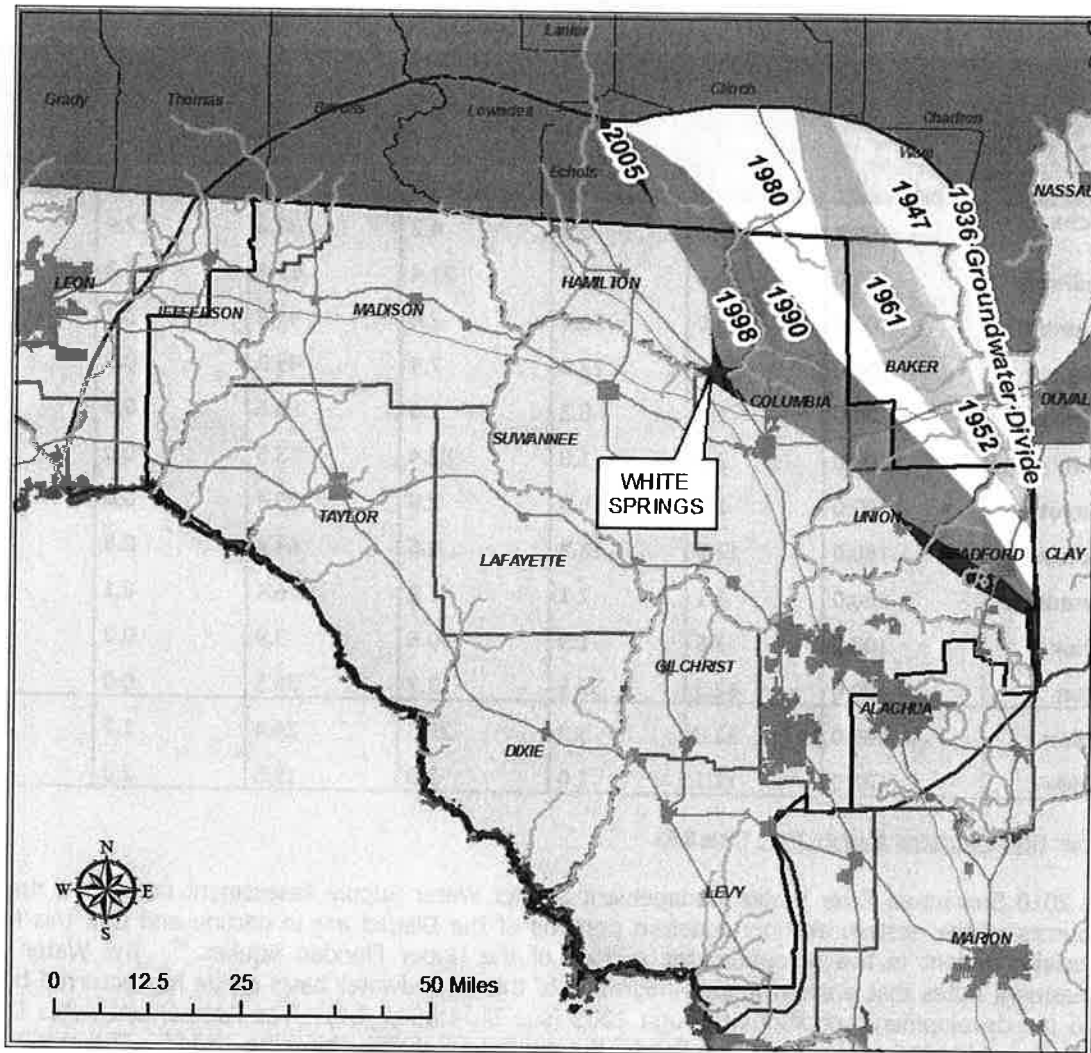
Source: Florida Statistical Abstract 2006, Table 8.43.

The 2010 Suwannee River Water Management District Water Supply Assessment notes that the water resources of the eastern and northeastern portions of the District are in decline and that this trend is especially evident in the potentiometric surface of the Upper Floridan Aquifer.¹⁴ The Water Supply Assessment notes that a southwestern migration of the groundwater basin divide has occurred between 1936 pre-development conditions through 2005 (see Illustration 4.1). The Assessment notes that the divide has migrated more than 35 miles to the southwest during this time period. The result of the migration is a decrease in the size of the groundwater contributing area to the eastern portion of the Suwannee River Water Management District by more than 20 percent or 1,900 square miles.

¹⁴Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, pg. 46.

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

ILLUSTRATION 4.1
MIGRATION OF THE GROUNDWATER BASIN DIVIDE



Source: Water Supply Assessment 2010, Suwannee River Water Management District, 2010.

The Assessment further notes that the decrease, "... is apparently a result of groundwater withdrawals originating in the District, the St. Johns River Water Management District, and the State of Georgia."¹⁵ Illustration 4.2 depicts water demand projections through the year 2030 of the Southwest Florida Water Management District, the Northwest Florida Water Management District, southern Georgia, the Suwannee

¹⁵Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, pg. 46.

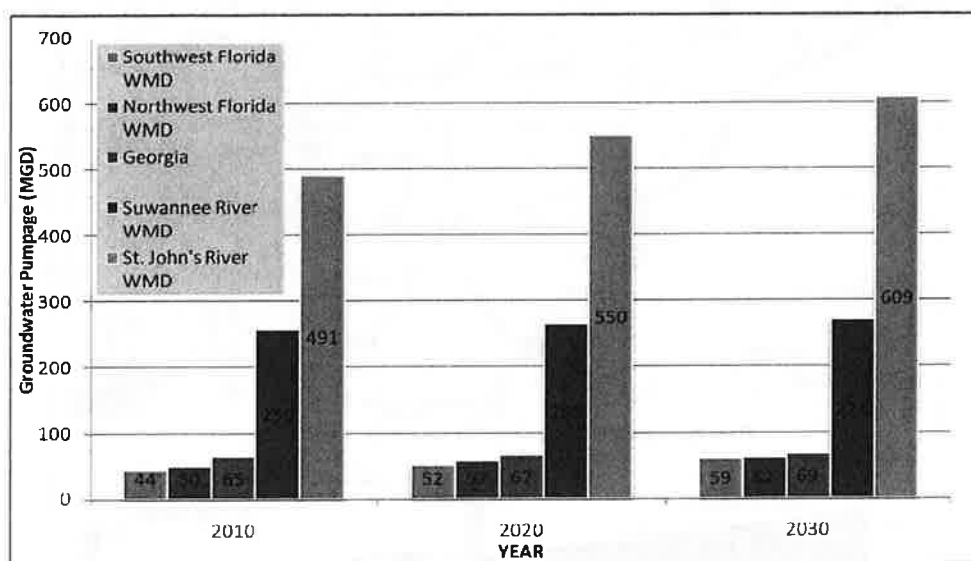
Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



River Water Management District and the St. Johns River Water Management District. The water withdrawals from these water management districts, as well as southern Georgia, are accounted for in a computer model used by the Suwannee River Water Management District and the St. Johns River Water Management District to identify groundwater impacts. The Assessment notes that, within the geographic area subject to computer modeling, the magnitude of groundwater withdrawals occurring in the St. Johns River Water Management District's northern-most nine counties "... is significantly larger than the withdrawals in the entire Suwannee River Water Management District."¹⁶

ILLUSTRATION 4.2

NORTH FLORIDA MODEL AREA WATER DEMAND PROJECTIONS



Source: Water Supply Assessment 2010, Suwannee River Water Management District, 2010.

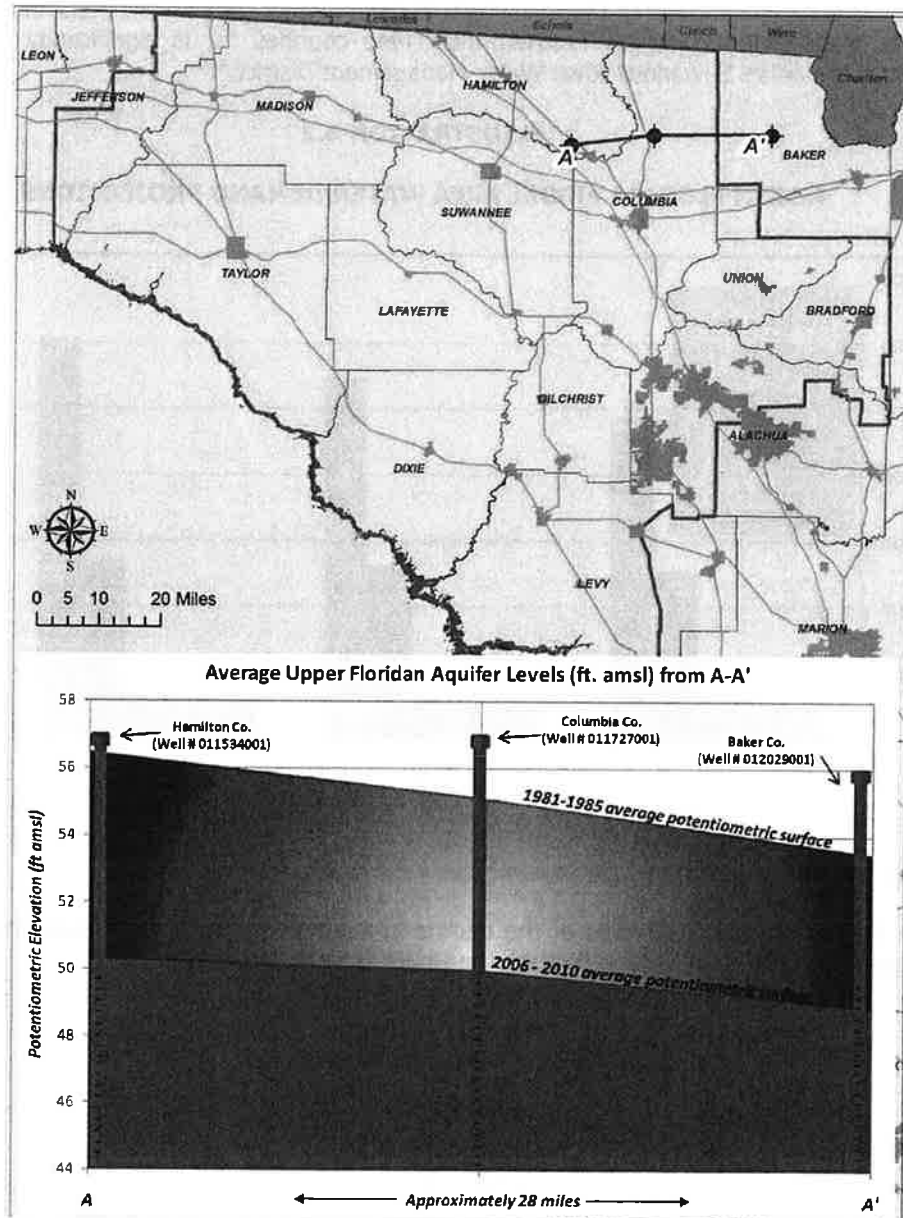
Illustration 4.3 depicts the magnitude of the decline in average potentiometric levels from 1981 to the present along a 28-mile cross-section through the Upper Floridan Aquifer.

¹⁶Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, pg. 34.

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

ILLUSTRATION 4.3

POTENTIOMETRIC SURFACE DECLINE ACROSS SECTION A-A



Source: Water Supply Assessment 2010, Suwannee River Water Management District, 2010.

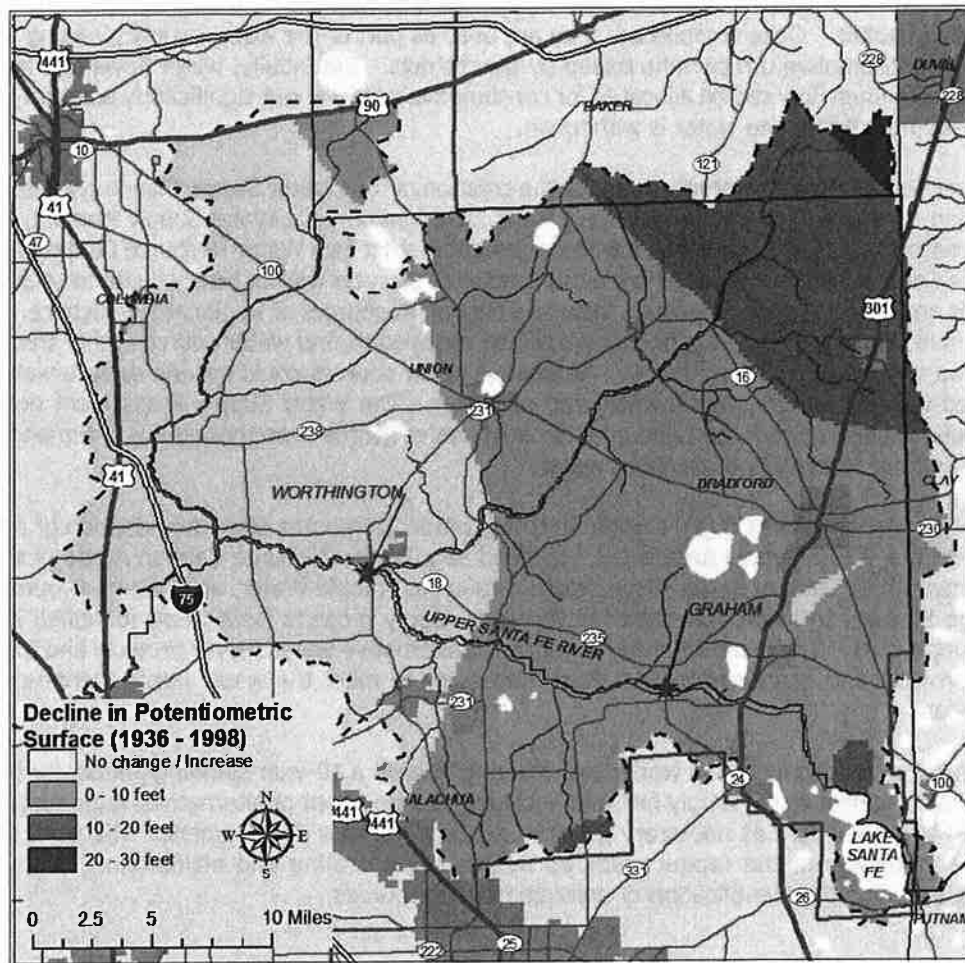
Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



The Water Supply Assessment notes that Section A-A has experienced a cumulative drawdown of approximately six feet over a 29-year period. The Assessment further notes that this decline is in addition to significant a drawdown which occurred prior to 1981.¹⁷ The drawdown is particularly notable in the Upper Santa Fe River Basin, as shown in Illustration 4.4, below.

ILLUSTRATION 4.4

UPPER SANTA FE RIVER BASIN POTENTIOMETRIC SURFACE DECLINE FROM PRE-DEVELOPMENT THROUGH 1998



Source: Water Supply Assessment 2010, Suwannee River Water Management District, 2010.

¹⁷Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, pg. 48.

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



The Water Assessment concludes that the decline in the potentiometric surface of the Floridan Aquifer in the northeastern portion of the Water Management District apparently has impacted a number of rivers, and springs to the degree that they are not currently meeting their established minimum flows and levels, or will not meet them at some point during the 20-year planning period of the Water Supply Assessment. More specifically, the Water Supply Assessment notes that the Aucilla River, a portion of the Suwannee River near White Springs, the Alapaha River, the Santa Fe River, Hornsby Spring, and Santa Fe Rise are anticipated to fall below their established minimum flows at some point by 2030.¹⁸

Subsection 373.042(2), Florida Statutes, requires water management districts to establish minimum flows and levels to protect surface waters. Minimum flows and levels represent the water level below which significant harm can occur to surface water bodies, be it to navigation, recreation, fish and wildlife, or fish and wildlife habitat. Once established, they are used as part of the water supply planning and permitting criteria for consumptive use permits issued by the districts. Essentially, water flows and levels which are above the minimum flow can be allocated for consumptive uses without significantly adversely impacting the water body from which the water is withdrawn.

The Water Supply Assessment recommends the creation of four Water Supply Planning Areas as depicted in Illustration 4.5 and associated Water Supply Plans. Designation as a Water Supply Planning Area can result in the area being classified by the Water Management District as a Water Resource Caution Area. A Water Resource Caution Area is an area where existing sources of water will not be adequate to satisfy future water demands and sustain water resources, including Natural Resources of Regional Significance. Future water users within Water Resource Caution Areas will be required to find water sources other than groundwater withdrawals from the Floridan Aquifer. Alternative water sources could include surface water from rivers, reclaimed water, brackish groundwater, and seawater. The Water Supply Assessment notes that water conservation is also considered to be an alternative water source even though it is a demand management method and not technically a source of water.¹⁹

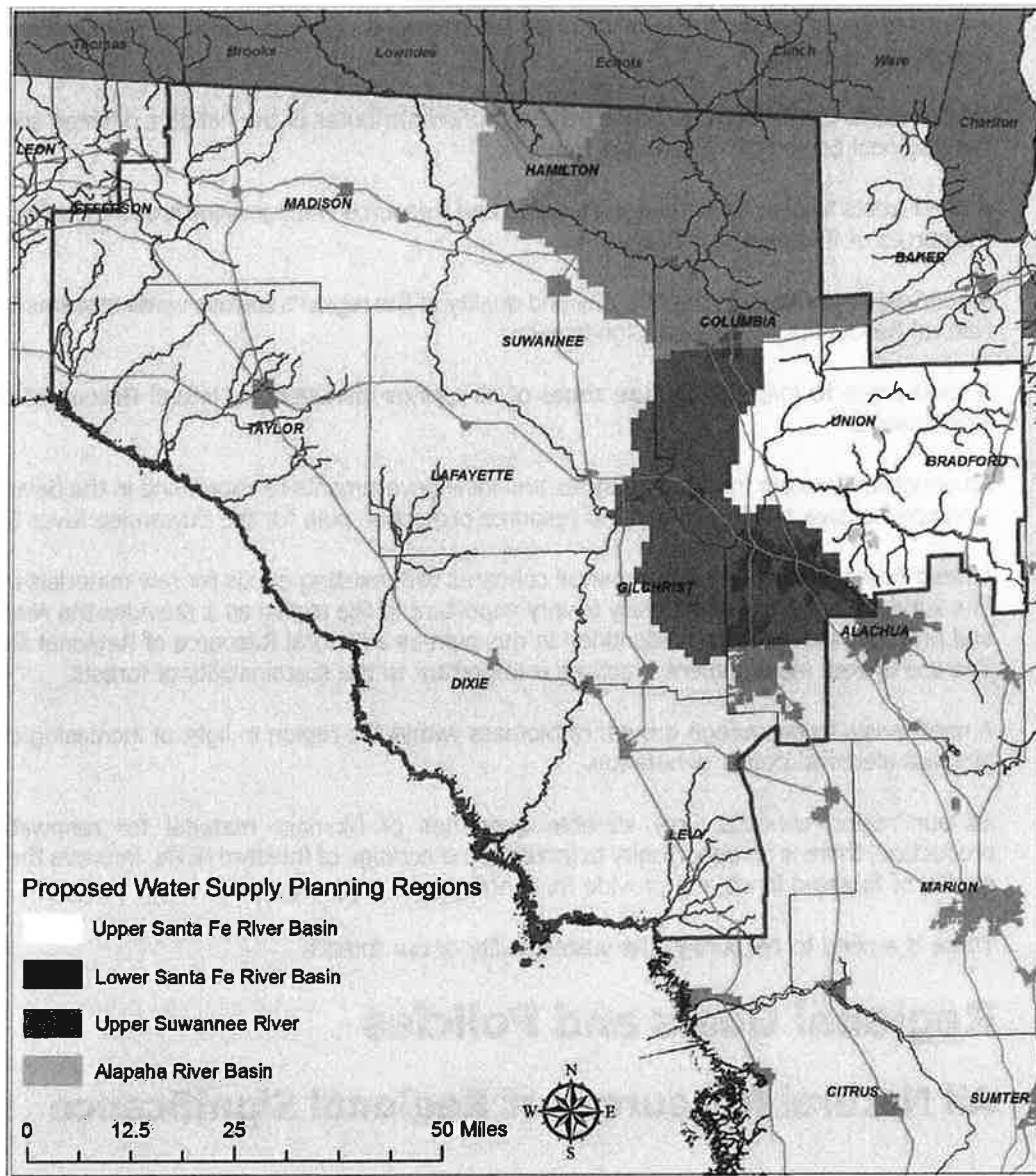
Pursuant to Section 163.3177(4), Florida Statutes, within 18 months after the adoption of a Water Supply Plan, even if a Water Supply Area is not identified as a Water Resource Caution Area, local governments must amend their Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element to incorporate alternative water supply projects from those identified in the regional water supply plan. The element must identify such alternative water supply projects and traditional water supply projects and conservation and reuse necessary to meet the water needs identified in the Water Supply Plan.

The element must also include a work plan, covering at least a 10-year planning period, for building public, private, and regional water supply facilities, including development of alternative water supplies, which are identified in the element as necessary to serve existing and new development. The work plan must also include an estimate of the capital costs, as well as the operating and maintenance costs, of the listed projects, including the identification of possible funding sources.

¹⁸Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, ppg. 44 and 46.

¹⁹Water Supply Assessment: Water for Nature, Water for People, 2010, Suwannee River Water Management District, December 6, 2010, Live Oak, Florida, pg. 4.

ILLUSTRATION 4.5
PROPOSED WATER SUPPLY PLANNING REGIONS



Source: Water Supply Assessment 2010, Suwannee River Water Management District, 2010.

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



4. A need exists to protect all sources of recharge to the Floridan Aquifer from activities which would impair these functions or cause a degradation in the quality of recharging waters.
5. A need exists to ensure the survival of flora and fauna native to the region.
6. A need exists to ensure the survival of all listed species currently found in the Regional Ecological Greenways Network.⁵⁸
7. A need exists for the state to protect the identified attributes of the habitats of listed species within the Regional Ecological Greenways Network.⁵⁹
8. A need exists to plan and manage Planning and Resource Management Areas identified as Natural Resources of Regional Significance.
9. A need exists to maintain the quantity and quality of the region's surface water systems identified as Natural Resources of Regional Significance.
10. A need exists to map the capture zones of all springs identified as Natural Resources of Regional Significance.
11. An opportunity exists for state agencies and local governments to coordinate in the development of a comprehensive boating safety and resource protection plan for the Suwannee River System.
12. A need exists to balance environmental concerns with existing needs for raw materials by industry. The survival of the timber industry is very important to the region as it provides the reason to own and protect much of what is identified in this plan as a Natural Resource of Regional Significance. The use of Best Management Practices is important to the sustainability of forests.
13. A need exists to encourage growth of biomass within the region in light of increasing demand for biomass electrical power generation.
14. As our region contains very sizeable quantities of biomass material for renewable energy production, there is an opportunity to increase the acreage of forested lands, improve the ecological quality of forested lands and provide for renewable energy supplies.
15. There is a need to encourage the sustainability of our forests.

C. Regional Goals and Policies

1. All Natural Resources of Regional Significance

⁵⁸Listed species means an animal species designated as Endangered, Threatened, or Species of Special Concern in Chapter 68A-27.003-68A-27.005, Florida Administrative Code; a plant species designated as Endangered, Threatened, or Commercially Exploited as designated in Chapter 5B-40, Florida Administrative Code, or an animal or plant species designated as Endangered or Threatened in Title 50, Code of Federal Regulations, Part 17.

⁵⁹Ibid.



REGIONAL GOAL 4.1. Use the natural resources of the region in a sustainable manner.

Regional Indicators

1. As of 2009, the number of north central Florida local government comprehensive plans and Developments of Regional Impact which encourage the use of silvicultural best management practices is unknown.
2. As of 2009, the number of north central Florida local government comprehensive plans and Developments of Regional Impact which encourage the use of low impact development practices is unknown.
3. As of 2009, the number of north central Florida local government comprehensive plans and Developments of Regional Impact which encourage the use of energy conservation design principles is unknown.
4. As of 2009, the number of north central Florida local government comprehensive plans and Developments of Regional Impact which encourage the use of water conservation and reuse strategies is unknown.
5. As of 2009, with the exception of intracounty groundwater transfer by Gainesville Regional Utilities, no interbasin transfer of water occurs in the region.
6. As of January 2010, north central Florida has 39 megawatts of electrical generation capacity using biomass as the primary fuel source.

Policy 4.1.1. Ensure that local government comprehensive plans and Developments of Regional Impact include provisions which encourage the use of silvicultural best management practices for silviculture uses within Natural Resources of Regional Significance.

Policy 4.1.2. Ensure that local government comprehensive plans and Developments of Regional Impact include provisions which encourage the use of low impact development practices within Natural Resources of Regional Significance.

Policy 4.1.3. Ensure that local government comprehensive plans and Developments of Regional Impact include provisions which encourage the use of energy conservation design principles in order to minimize demand on regional electric power generation facilities.

Policy 4.1.4. Ensure that local government comprehensive plans and Developments of Regional Impact include provisions which encourage the inclusion of water conservation and reuse strategies in order to minimize demand for surface water and groundwater Natural Resources of Regional Significance.

Policy 4.1.5. Discourage the transfer of water across water management district boundaries until the receiving jurisdiction has implemented all practicable water supply alternatives and conservation measures, unless it is within a county which is located within two water management districts.

Policy 4.1.6. Discourage the transfer of groundwater and surface water across water management district boundaries, as provided for in Policy 4.1.5, where the current and projected water needs of the area from where the water is taken cannot be met, unless it is within a county which is located within two water management districts.

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



Policy 4.1.7. Encourage cooperative efforts to develop local and regional water supplies within water management districts, instead of the transport of water across water management district boundaries, and use water from sources nearest the area of use whenever practicable.

Policy 4.1.8. Encourage water management districts to take into account and to not violate the minimum flows and levels of waterbodies located within adjacent water management districts when preparing water supply plans and when issuing consumptive use permits.

Policy 4.1.9. Ensure that local government comprehensive plans and developments of regional impact do not include provisions relying upon Regional Plan Policies 4.1.5 and 4.1.6 contained herein as encouragement or justification to require the issuance of a local government permit for the consumptive use of water or the exercise of any other local government regulatory action preempting or having the effect of preempting the exclusive authority of water management districts over the consumptive use of water as authorized by Chapter 373, Florida Statutes.

2. Coastal and Marine Resources

a. Big Bend Salt Marsh, Big Bend Seagrass Beds and Florida Middle Ground

REGIONAL GOAL 4.2. Preserve Big Bend coastal and marine resources identified as Natural Resources of Regional Significance for future generations of residents in recognition of their economic and ecological importance to the region.

Regional Indicators

1. As of January, 2000, the Big Bend Salt Marsh (Dixie and Taylor County) coastline comprised 48,190 acres.
2. In 2001, that portion of the Big Bend Seagrass Beds extending 6 nautical miles seaward of the Dixie County and Taylor County coastline was comprised of 102,530.5 acres of bays and estuaries, 63,992.3 acres of open water, 7,638.6 acres of tidal flats, 11,515.0 acres of patchy seagrass, 192,556.6 acres of continuous seagrass, and 108,423.7 acres which were unclassified.⁶⁰
3. In 1996, the Florida Middle Ground comprised 132,000 acres.
4. As of January 2007, a Florida Department of Health No-Fish-Consumption Advisory is in effect for the Fenholloway River due to elevated mercury levels in the river's of fish in the river.
5. As of April 2007, the Fenholloway River is in violation of U.S. Environmental Protection Agency water quality standards for dissolved oxygen, biochemical oxygen demand, un-ionized ammonia, fecal coliform and dioxin.
6. As of January 2007, there were 16 National Pollutant Discharge Elimination System stormwater facility permits and 8 National Pollutant Discharge Elimination System wastewater permits in Taylor

⁶⁰North Central Florida Regional Planning Council, March 2007. Derived from Seagrass Habitat and Monitoring in Florida's Big Bend, Florida Fish and Wildlife Research Institute and Suwannee River Water Management District, 2006.



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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.

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

Regional Planning Council: North Central Fl
Review Date: 8/22/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 74
Local Government: Town of Micanopy
Local Government Item No: CPA 13-02
State Land Planning Agency Item No: 13-1ESR

Date Mailed to Local Government and State Land Planning Agency: 6/21/13 (estimated)

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

DESCRIPTION OF AMENDMENT

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

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

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

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

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

Request a copy of the adopted version of the amendment?

Yes _____ No _____
Not Applicable _____X_____

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

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

TOWN OF MICANOPY, FLORIDA

ORDINANCE 2013-02

BEFORE THE TOWN COMMISSION

An Ordinance of the Town of Micanopy, Florida; amendments to the Town's Comprehensive Plan; amending the Public Schools Facilities Element and Capital Improvements Element to incorporate new level of service standards, a new concurrency management process, school siting and location criteria, and coordination processes; providing for consistency with the adopted Interlocal Agreement for Public School Facility Planning; providing for severability; and providing an effective date.

WHEREAS, the Town of Micanopy, the School Board of Alachua County, Alachua County, and other local governments have worked to develop and adopt school concurrency standards and an Interlocal Agreement to establish working relationships; and

WHEREAS, the provisions of this ordinance are intended to implement current law regarding school concurrency and the agreements of the affected parties.

NOW THEREFORE, BE IT ORDAINED by the Town Commission of the Town of Micanopy, Florida:

Section 1. Amendments to the Town of Micanopy Comprehensive Plan. The following amendments to the Town of Micanopy's Comprehensive Plan are hereby approved and adopted:

Capital Improvements Element

Policy 1.1.6:

The Town adopts by reference the School Board's *5-year District Facilities Work Program*.

Policy 1.2.1:

The Town shall use the following level of service (LOS) standards in reviewing impacts of new development and redevelopment upon the provision of public facilities:

Public Schools Level of Service Standard

The uniform, district-wide LOS standards shall be 100% of Program Capacity for elementary, middle, and high schools. This LOS standard shall apply to all concurrency service areas (CSA) as adopted in the Interlocal Agreement between and among Alachua County, the Alachua County School Board and the local governments located within Alachua County, including the Town of Micanopy.

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

For public schools, the concurrency requirement may be satisfied by:

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

Public School Facilities Element

Goal 1: The Town shall collaborate with the School Board of Alachua County (School Board) to plan for public school capacity to accommodate projected enrollment demand within the five-year, 10-year, and 20-year planning periods.

Objective 1.1: Land Use and School Capacity Coordination.

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

Policy 1.1.1 Coordinated Map Series.

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

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

Policy 1.1.2: Coordinating School Capacity with Growth.

The Town of Micanopy shall coordinate land use decisions with the School Board's long range facilities plans over the five-year, 10-year and 20-year periods by requesting School Board review of proposed comprehensive plan amendments and rezonings that would increase residential density. This shall be done as part of a planning assessment of the impact of development proposals on school capacity.

Policy 1.1.3: Geographic Basis for School Capacity Planning.

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

Policy 1.1.4: Criteria for Evaluating Land Use and Development Applications.

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

1. Available school capacity or planned improvements to accommodate the enrollment resulting from the land use decision;
2. The provision of school sites and facilities within neighborhoods;
3. The co-location of parks, recreation and neighborhood facilities with school sites;
4. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks for safe access;

5. Traffic circulation, in the vicinity of schools including the provision of off-site signalization, signage, access improvements, sidewalks to serve schools and the inclusion of school bus stops and turnarounds;
6. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;
7. Whether the proposed location is consistent with any local government's school design and planning policies.

Policy 1.1.5: School Board Report to Town.

The Town shall consider and review the School Board's report of its findings and recommendations regarding the land use decision. If the School Board determines that capacity is insufficient to support the proposed land use decision, the Town shall request that the School Board provide its recommendations to remedy the capacity deficiency.

Policy 1.1.6: Capacity Enhancement Agreements.

Where feasible and agreeable to the Town, School Board, affected jurisdictions, and the applicant, Capacity Enhancement Agreements shall be encouraged to ensure adequate capacity is available at the time the school impact is created, the Town's *Five-Year Schedule of Capital Improvements* shall be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

Policy 1.1.7: School Board Report.

The Town shall participate in the Elected Officials Group – comprised of representatives of the School Board, the County and the municipalities within the County – established by the Interlocal Agreement. At the annual meeting of the Elected Officials Group, the Town will receive and consider the School Board's cumulative report of land use decisions and the effect of these decisions on public school capacity.

Policy 1.1.8: Educational Facilities Benefit District Funding Option.

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

Goal 2: Coordinate with the School Board to provide adequate public school capacity to accommodate enrollment demand through implementation of the *5-year District Facilities Work Program* and the Town's concurrency management system.

Objective 2.1: Implementation of School Concurrency.

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

Policy 2.1.1: Amendment of Interlocal Agreement.

The Town shall maintain an Interlocal Agreement to implement school concurrency in concert with the School Board and the other local governments. The Interlocal Agreement shall be consistent with the goals, objectives and policies of this Element.

Policy 2.1.2: Ordinance Implementing School Concurrency.

The Town shall amend its land development regulations to include provisions for public school concurrency management.

Objective 2.2: Level of Service Standards.

The Town shall ensure that the capacity of public schools is sufficient to support new residential subdivisions, plats and/or site plans at the adopted level of service (LOS) standards within the period covered by the *Five-Year Schedule of Capital Improvements*.

Policy 2.2.1: Uniform Application of LOS Standards.

The LOS standards for public schools established herein shall be consistent with the adopted LOS standards for public schools of all other local governments.

Policy 2.2.2: LOS Standards.

The uniform, district-wide LOS standards shall be 100% of Program Capacity for elementary, middle, and high schools. This LOS standard shall apply to all School Concurrency Service Areas (SCSA) as adopted in the Interlocal Agreement

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

Policy 2.2.3: Amendment of LOS Standard.

The Town shall not revise its adopted LOS standards for public schools, unless there is agreement by all parties to amend the Interlocal Agreement. If there is agreement to amend the LOS standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the local government comprehensive plans. The amended LOS standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement is fully executed. Changes to LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard can be achieved and maintained within the period covered by the first five years of the School Board's *5-year District Facilities Work Program*.

Objective 2.3: School Concurrency Service Areas.

The Town shall, in coordination with the School Board and other local governments, establish School Concurrency Service Areas (SCSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based upon the adopted LOS standards.

Policy 2.3.1: School Concurrency Service Areas Maps.

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

Policy 2.3.2: Criteria for School Concurrency Service Areas.

SCSAs shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into account minimization of transportation costs, limitations on maximum student travel times, the effect of court approved desegregation plans, and recognition of the capacity commitments resulting from the local governments' development approvals within the SCSA and contiguous SCSAs.

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

Policy 2.3.3 Modifying School Concurrency Service Areas.

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

1. Potential modifications to the SCSAs may be considered annually.
2. Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy 2.3.2.
3. Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps.
4. At such time as the School Board determines that a SCSA boundary change is appropriate considering the above criteria, the School Board shall transmit the proposed SCSA boundary modification with data and analysis to support the changes to the Elected Officials Group.
5. The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the School Board and the parties to the Interlocal Agreement.
6. Modifications to a SCSA shall become effective upon final approval by the School Board and

amendment of the Interlocal Agreement for Public School Facility Planning by the parties to the agreement.

Objective 2.4: School Concurrency Review Process.

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

Policy 2.4.1: Development Review.

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

Policy 2.4.2: Exemptions.

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

1. Single family lots of record that received final subdivision or plat approval prior to the effective date of the initial Element, or single family subdivisions or plats actively being reviewed at the time of adoption of the initial Element that have received preliminary subdivision approvals and there is no lapse in the development approval status.
2. Multi-family residential development that received final site plan approval prior to the effective date of the initial Element, or multi-family site plans actively being reviewed at the time of adoption of the initial Element that have received preliminary site plan approvals and there is no lapse in the development approval status.
3. Amendments to subdivisions or plat and site plan for residential development that were approved prior to the effective date of the initial Element, and which do not increase the number of students generated by the development.
4. Age restricted developments that prohibit permanent occupancy by persons of school age. Such restrictions must be recorded, irrevocable for a period of at least thirty (30) years and lawful under applicable state and federal housing statutes. The applicant must demonstrate that these conditions are satisfied.
5. Group quarters that do not generate students that will be assigned to public school facilities, including residential facilities such as local jails, prisons, hospitals, bed and breakfast inns, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms (exclusive of married student housing), and religious non-youth facilities.

Policy 2.4.3: Student Generation Rates and Costs per Student Station.

Student generation rates used to determine the impact of a particular development application on public schools, and the costs per student station shall be those adopted in the *5-year District Facilities Work Program*.

Policy 2.4.4: School Capacity and Enrollment.

The Town shall rely on the determination from the School Board regarding the utilization rate for each school. The School Board uses program capacity as the standard to determine the capacity of elementary, middle, and high school facilities. School enrollment is based on the enrollment of each individual school based on counts reported by the School Board to the Department of Education.

Policy 2.4.5: Determination of Adequate Capacity.

The Town shall rely on the School Board's concurrency review for all development approvals subject to school concurrency as to whether there is adequate school capacity to accommodate the proposed development. If adequate capacity does not exist, the Town shall consider School Board-identified mitigation options and issue a concurrency determination based on the School Board's written findings. Within the scope of this responsibility, the School Board may delegate the authority to the Town to approve development plans where student generation projections are below established thresholds.

Policy 2.4.6: Concurrency Availability Standard.

School concurrency applies only to residential development or a phase of residential development requiring a subdivision or plat approval, site plan, or its functional equivalent, proposed or established after the initial effective date of this Element. The Town shall amend the concurrency management systems in its land development regulations to require that all new residential development be reviewed for school concurrency no later than the time of final subdivision, final plat or final site plan. The Town shall not deny a final subdivision, final plat or final site plan for residential development due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

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

Objective 2.5: Proportionate Share Mitigation.

The Town, in coordination with the School Board, shall provide for mitigation alternatives that are determined by the School Board to be financially feasible and will achieve and maintain the adopted LOS standard consistent with the adopted School Board's *5-year District Facilities Work Program*.

Policy 2.5.1: Mitigation Options.

Mitigation may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the School Board assumes operational responsibility through incorporation in the adopted *5-year District Facilities Work Program*.

1. The payment of a proportionate share amount as calculated by the formula prescribed in Section 8.6.3 of the Interlocal Agreement or the equivalent. Donation, construction, or funding of school facilities or sites sufficient to offset the demand for public school facilities created by the proposed development;
2. The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits; and,
3. The establishment of a charter school with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF).

Policy 2.5.2: Mitigation Must Enhance Permanent Capacity.

Mitigation must be directed toward a program capacity improvement, which satisfies the demands created by the proposed development consistent with the adopted LOS standards.

Policy 2.5.3: Calculating Proportionate Share.

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

Step 1:

Number of Student Stations (by School Type) = Number of Dwelling Units by Housing Type X Student Generation Multiplier (by Housing Type and School Type)

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

Step 2:

Proportionate Share Amount = Number of Student Stations (by School Type) X Cost per Student Station for School Type.

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

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

Objective 2.6: Adoption of School Board's *5-year District Facilities Work Program*.

The Town shall reference in its Capital Improvements Element the School Board's annually updated *5-year District Facilities Work Program*.

Policy 2.6.1: Development, Adoption and Amendment of the School Board's *5-year District Facilities Work Program*. Upon the School Board's annual update and amendment to its *5-year District Facilities Work Program* to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools, the Town may amend its *Five-Year Schedule of Capital Improvements*. However, the Town shall have neither obligation nor responsibility for funding the capital improvements identified in the 5-year District Facilities Work Program.

Goal 3: Provide safe and secure schools sited within well-designed communities.

Objective 3.1: School Siting Standards.

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

Policy 3.1.1: Coordination of Future School Facilities and Sites.

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

Policy 3.1.2: Future Land Use Map to Designate Land Use Classifications Where Schools Are Permitted.

Schools shall be permitted in Residential and Commercial land use categories within the Town except as restricted by Policy 3.1.3.

Policy 3.1.3: Schools Prohibited in Specified Areas.

The following areas shall be avoided when locating future educational facilities in the Town of Micanopy:

1. Environmentally sensitive areas.
2. Existing or designated industrial districts (except for vocational schools).
3. Any area where the nature of existing or proposed adjacent land uses would endanger the safety of students or decrease the effective provision of education.

Objective 3.2: Encourage Schools as Focal Points of Community Planning and Design.

Policy 3.2.1: Enhance Community/Neighborhood Design.

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

Policy 3.2.2: Location of Elementary and Middle Schools .

Elementary and middle schools are encouraged to locate:

- (a) within existing or proposed residential areas or neighborhood activity centers, and
- (b) near existing or designated public facilities such as parks, recreational areas, libraries, and community centers to facilitate the joint use of these areas.

Policy 3.2.3: Compatibility of Adjacent Uses.

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

Policy 3.2.4: Evaluation of Potential School Sites.

Potential school sites shall be consistent with the following school siting standards, to the extent practicable:

1. The location of schools proximate to urban residential development and contiguous to existing school sites, and which provide potential focal points for community activities, including opportunities for shared use and co-location with other community facilities
2. The location of elementary schools proximate to and, within walking distance of the residential neighborhoods served;
3. Elementary schools should be located on local or collector streets,
4. Middle and high schools should be located near arterial streets;
5. Compatibility of the school site with present and future land uses of adjacent property considering the safety of students or the effective provision of education.
6. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization, efficient use of existing infrastructure, and the discouragement of urban sprawl;
7. Site acquisition and development costs;
8. Safe access to and from the school site by pedestrians, bicyclists and motor vehicles;
9. Existing or planned availability of adequate public facilities and services to support the School;
10. Environmental constraints that would either preclude or render infeasible the development or significant expansion of a public school on the site;
11. Adverse impacts on archaeological or historic sites listed in the National Register of Historic Places or designated by the Town as a locally significant historic or archaeological resource;
12. The proposed location is consistent with the local government comprehensive plan, storm water management plans, or watershed management plans;
13. The proposed location is not within a velocity flood zone or floodway, as delineated on pertinent maps identified or referenced in the applicable comprehensive plan or land development regulations;
14. The proposed site can accommodate the required parking, circulation and queuing of vehicles; and
15. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

Policy 3.2.5: Safe Ways to School.

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

Policy 3.2.6: Coordination of Planned Improvements.

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

Goal 4: Promote and Optimize Intergovernmental Cooperation for Effective Future Planning of Public School System Facilities.

Objective 4.1: School Board Representation.

Policy 4.1.1: Appointed LPA Members.

The Town will include a representative appointed by the School Board on the Local Planning Agency (LPA) to attend those meetings at which the agencies consider comprehensive plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application.

Policy 4.1.2: Development Review Representative.

The School Board will appoint a representative to advise the Town on development and redevelopment, which could have a significant impact on student enrollment or school facilities.

Objective 4.2: Joint Meetings.

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

Policy 4.2.1: Staff Working Group.

A staff working group of the Town, School Board and other local governments will meet on a semi-annual basis to identify issues and assemble and evaluate information regarding coordination of land use and school facilities planning including population and student projections, development trends, school needs, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support the school and ensure safe student access. A staff representative from the Regional Planning Council will also be invited to attend. A designee of the School Board shall be responsible for coordinating and convening the semi-annual meeting.

Policy 4.2.2: Annual Meeting of Elected Officials.

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

Objective 4.3: Student Enrollment & Population Projections.

The Town will coordinate with the School Board, Alachua County and the municipalities to maintain and update student enrollment and population projections.

Policy 4.3.1: Annual Revision and Distribution.

The Town will coordinate and base its plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment. Countywide 5-year population and student enrollment projections shall be revised annually.

Policy 4.3.2: Enrollment Projections.

The School Board shall use student population projections based on information produced by the demographic and education estimating conferences pursuant to Section 216.136, Florida Statutes and the DOE Capital Outlay Full-Time Equivalent (COFTE). The School Board may request adjustment to the projections based on actual enrollment and

development trends. In formulating such a request the SBAC will coordinate with the Cities and County regarding development trends, enrollment projections and future population projections.

Policy 4.3.3: Planning Data.

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

Policy 4.3.4: The School Board's 5-Year Facilities Work Program.

No later than October 1st of each year, the School Board shall submit to the Town information pertaining to the *5-year District Facilities Work Program*. The program will be consistent with the requirements of Sections 1013.33 and 1013.35, F.S., and include projected student populations apportioned geographically, an inventory of existing school facilities, projections of facility space needs, information on relocatables, general locations of new schools for the five-, 10-, and 20-year time periods, and options to reduce the need for additional student stations. The Town shall review the program and provide comments to the School Board within 30 days on the consistency of the program with the local comprehensive plan, including the capital improvements element and whether a comprehensive plan amendment will be necessary for any proposed educational facility.

Policy 4.3.5: Educational Plant Survey.

At least one year prior to preparation of each Educational Plant Survey, the Staff Working Group established Policy 4.2.1 will assist the School Board in an advisory capacity in preparation of the survey. The Educational Plant Survey shall be consistent with the requirements of Section 1013.33, F.S., and include at least an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each in coordination with local government comprehensive plans. The Staff Working Group will evaluate and make recommendations regarding the location and need for new schools, significant expansions of existing schools, and closures of existing facilities, and the consistency of such plans with the local government comprehensive plan.

Policy 4.3.6: Growth and Development Trends.

The Town will provide to the School Board on an annual basis and in accordance with a schedule described in the Interlocal Agreement, a report on growth and development trends for the preceding calendar year within their jurisdiction. These reports will include the following:

1. The type, number, and location of residential units, which have received development plan approval;
2. Information regarding comprehensive land use amendments which have an impact on school facilities;
3. Residential building permits and / or certificates of occupancy issued for the preceding year and their location;
4. The identification of any development orders issued which contain a requirement for the provision of a school site as a condition of development approval.
5. Other information relevant to monitoring for school concurrency.

Objective 4.4: School Site Selection, Expansions, and Closures.

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

Policy 4.4.1: Advisory Committee.

The School Board will establish a School Planning Advisory Committee (SPAC) for the purpose of reviewing potential sites for new schools, proposals for significant school expansions and potential closure of existing schools. Based on information gathered during the review, the SPAC will submit recommendations to the Superintendent of Schools. The SPAC will be a standing committee and will meet on an as needed basis. In addition to appropriate representatives of the School Board staff, the SPAC will include at least one staff member of the County, a staff representative from each of the Cities, and a diverse group of community members.

Policy 4.4.2: New School Sites.

When the need for a new school site is identified in the 5-year District Facilities Work Program, the SPAC will develop a list of potential sites in the area of need. When applicable, the list of potential sites for new schools will be submitted to the Town for an informal assessment regarding consistency with this Element. Based on the information gathered during this review, and the evaluation criteria set forth in this Element, the SPAC will make a recommendation to the Superintendent of one or more sites in order of preference.

Policy 4.4.3: Expansions and Closures.

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

Policy 4.4.4: Expeditious Consistency Review.

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

Objective 4.5: Maximize Co-location Opportunities.

The Town shall maximize co-location opportunities between the Town, the School Board, and other jurisdictions.

Policy 4.5.1: Co-location of Facilities.

The Town of Micanopy shall co-locate public facilities such as parks, recreational areas, libraries, and community centers with schools to the extent possible. The Town will seek for opportunities to co-locate and share use of County facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities.

Policy 4.5.2: Collaboration on Co-location.

Upon notice by the School Board that it is considering acquisition of a school site, the Town shall promptly notify the School Board of the Town's interest, if any, in joint acquisition or co-location for other public facilities.

Policy 4.5.3: Joint Use Agreements.

The Town and the School Board shall, where feasible, enter into agreements for joint-use facilities, to include but not be limited to, schools, community centers, libraries and parks.

Policy 4.5.4: Emergency Preparedness.

To build new school facilities, and rehabilitate existing facilities and expansions, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes. The Town will coordinate with the School Board and adjacent municipalities on requirements for such efforts.

Policy 4.5.5: Use of Dedicated Property.

The Town will attempt to require, within any developer agreement, zoning condition, or development order condition, that any property required to be conveyed for public services to the Town may be transferred to the School Board, with or without consideration except that, as applicable, to develop educational facilities, and conversely, if the School Board deems any donated property through a developer agreement, zoning condition or development order condition unsuitable for a school site, then it may transfer or lease said property to the Town for any public use with or without consideration, as applicable. Said agreements and conditions may provide that any such properties may be transferred directly to the School Board.

Goal 5: Monitoring and Evaluation of Public School Facilities Element.**Objective 5.1: Coordinate the Comprehensive Plan With School Facilities Plans.**

On an ongoing basis, the Town shall evaluate the comprehensive plan with the school facilities plans of the School Board to ensure consistency with this comprehensive plan.

Policy 5.1.1: Coordination of Plan Amendments.

The Town and the School Board will coordinate during updates or amendments to the Town's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities.

Policy 5.1.2: Annual Meeting of the School Working Group.

Consistent with the Interlocal Agreement, the School Working Group will meet at least once per year to discuss issues related to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

Policy 5.1.3: Annual Meeting of the Town and the SBAC.

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

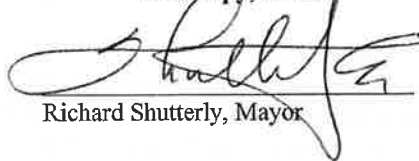
Section 2. Severability. If any section, sentence, clause, or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of this Ordinance.

Section 3. Effective Date. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

On first reading passed by a vote of 4 to 0 on the 14th day of May 2013.

On second reading passed by a vote of 4 to 0 on the 9th day of July 2013.

Town of Micanopy, Florida



Richard Shutterly, Mayor

Attest:



Charles Kelley, Town Clerk

STAFF-LEVEL ITEMS



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 7-26-13

PROJECT DESCRIPTION

#66 - Suwannee River Economic Council, Inc. - Rural Development Housing Preservation Grant Application -Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor and Union Counties, Florida

TO: Lauren Milligan, Florida State Clearinghouse Mr. Phillip Ellis

XC: Frances Terry, Suwannee River Economic Council

☒ **COMMENTS ATTACHED**

☐ **NO COMMENTS REGARDING THIS PROJECT**

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



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DATE: 6-28-13

**REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL
COORDINATION AND RESPONSE NOTIFICATION**

PROJECT DESCRIPTION

#66 - Suwannee River Economic Council, Inc. - Rural Development Housing Preservation Grant
Application -Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee,
Taylor and Union Counties, Florida

The Council has received the above-referenced item for purposes of regional clearinghouse review as per Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Clearinghouse Committee Procedures. A copy of the relevant portions of the item is enclosed for your consideration. Since your organization may be affected by the item, you are offered an opportunity to comment. Your organization is not required to return this form. Failure to respond by the comment deadline will indicate that your organization has no comment on the above-referenced item.

Comment Deadline: July 19, 2013

Mailing List

☒ Bradford County
☐ Columbia County
☐ Dixie County
☐ Gilchrist County
☐ Hamilton County

☐ Lafayette County
☐ Madison County
☐ Suwannee County
☐ Taylor County
☐ Union County

☐ COMMENTS ATTACHED

We Support.

☐ NO COMMENTS

[Signature] (Name) *Bradford Co. Mgr.* (Organization)

Anonymous comments will not be forwarded.

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

APPLICATION FOR FEDERAL ASSISTANCE

OMB Approved No. 3076-0006

Version 7/03

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		2. DATE SUBMITTED		Applicant Identifier	
		3. DATE RECEIVED BY STATE		State Application Identifier	
<input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	

5. APPLICANT INFORMATION																										
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit: Department: Administration																							
Organizational DUNS: 152880			Division:																							
Address: Street: 1171 Nobles Ferry Rd., Bldg.2 P.O. Box 70 City: Live Oak County: Suwannee State: Florida Zip Code: 32064 Country: U.S.A.			Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: First Name: Frances Middle Name: Last Name: Terry Suffix:																							
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-1101989			Email: bpepin@suwanneec.net Phone Number (give area code): (386) 362-4115 ext. 223 Fax Number (give area code): (386) 362-4078																							
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify):			7. TYPE OF APPLICANT: (See back of form for Application Types) Not for Profit Other (specify):																							
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): Labor Management Cooperation Program 10-433			9. NAME OF FEDERAL AGENCY: United States Department of Agriculture - Rural Development																							
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor, Union			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Housing Preservation Program assisting Very low income, Rural Owner Occupied Home Owners with the Preservation and Rehabilitation of their home.																							
13. PROPOSED PROJECT Start Date: 10/01/2013 Ending Date: 9/30/2014			14. CONGRESSIONAL DISTRICTS OF: a. Applicant Second b. Project Second																							
15. ESTIMATED FUNDING: <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>a. Federal</td><td>\$</td><td>100,000.00</td></tr> <tr><td>b. Applicant</td><td>\$</td><td></td></tr> <tr><td>c. State</td><td>\$</td><td>100,000.00</td></tr> <tr><td>d. Local</td><td>\$</td><td></td></tr> <tr><td>e. Other</td><td>\$</td><td></td></tr> <tr><td>f. Program Income</td><td>\$</td><td></td></tr> <tr><td>g. TOTAL</td><td>\$</td><td>200,000.00</td></tr> </table>			a. Federal	\$	100,000.00	b. Applicant	\$		c. State	\$	100,000.00	d. Local	\$		e. Other	\$		f. Program Income	\$		g. TOTAL	\$	200,000.00	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input checked="" type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
a. Federal	\$	100,000.00																								
b. Applicant	\$																									
c. State	\$	100,000.00																								
d. Local	\$																									
e. Other	\$																									
f. Program Income	\$																									
g. TOTAL	\$	200,000.00																								
17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No																										
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.																										
a. Authorized Representative Prefix: First Name: Frances Middle Name: Last Name: Terry Suffix:																										
b. Title: Executive Director			c. Telephone Number (give area code): (386) 362-4115 ext. 223																							
d. Signature of Authorized Representative: 			e. Date Signed: June 24, 2013																							

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Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

STATEMENT OF ACTIVITIES

- (i) Suwannee River Economic Council, Inc. proposes to utilize Housing Preservation Grant funds, for a Homeowner Assistance Program in concert with our Weatherization, and SHIP Programs to rehabilitate owner occupied rural homes of very low-income residents in ten counties, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor, and Union. HPG funds will be utilized to correct health, overcrowding and safety hazards in the home. Funds from Florida State Department of Economic Opportunity will be used to repair the same homes. (50% HPG, 12.5% Weatherization, 37.5% SHIP).
- (ii) Selecting Recipients: Suwannee River Economic Council, Inc. maintains offices in each of the ten (10) counties. The very-low income population of the area are, for the most part, aware of both the existence and location of these offices as they usually have received other services from those same offices. Suwannee River Economic Council, Inc. periodically advertises in the local media, has numerous posters displayed, includes flyers and utilizes person-to-person methods to disseminate information about the program. The recipient then makes application at the local Suwannee River Economic Council, Inc. office (see attached list) or if they are homebound, staff will travel to the recipient's home to execute the application. Eligibility will be determined first by obtaining documentations on all household income. Household income must be below the very low income standard for the application to proceed. Those exceeding the standard are notified in writing that they are ineligible, explaining their appeal rights.

Documentation on the ownership of the unit to be assisted will be obtained. Rental units will not be served under this grant. Applicants who are renters will be referred to other programs that provide service to renters.

Applicants will be served on a first come, first serve basis once eligibility is certified for Housing Preservation and match funds. The criteria for eligibility for match are not served on a first come first served basis. They are served on a need basis, with the elderly, handicapped, and families with children under twelve, receiving top priority. A point system is utilized and is as follows:

<u>TOTAL POINTS</u>		{ }	
AGE OF APPLICANT:	POINTS	HEALTH OF APPLICANTS:	POINTS
Over 60	- 6 points	Handicapped	- 6 points
Children under 12	- 6 points		
FAMILY INCOME:	POINTS	RACE:	POINTS
SSI Recipient	- 6 points	American Indian	- 6 points
Below Poverty Level	- 6 points		
T.A.N.F Recipient	- 6 points		

The applicants with the highest point total are served first.

Once the recipient is selected, an appointment is made for the Estimator and a licensed contractor to make an initial inspection. The client is involved with the initial inspection and signs the agreement listing work to be done. The client is consulted as to each measure.

The estimator determines what measures are to be accomplished, providing the unit is structurally sound and worthy of an investment. The soundness of the structure is determined in consultation with the professional licensed contractor.

Suwannee River Economic Council, Inc. also negotiates what the labor & material costs are to be. The contractor can either accept or reject the pay schedule. The contractor completes the work. A final inspection is scheduled with the Independent Inspector, who is a Licensed Independent Building Inspector, or the County Building Inspector. The inspector along with the Estimator makes an inspection with the client. The client must sign that they are satisfied with the work performed. The recipients, as they are all very low-income clients, will receive a "grant" to accomplish the rehabilitation of their home. SREC, will contract the labor and materials to qualified, licensed, as per each county's requirements, insured contractors. SREC has 18 such contractors presently.

- (iii) Suwannee River Economic Council, Inc. has obtained all the 100 year Flood Plain maps for the ten (10) county area (over 300) and has sent them to each county office. If the recipient's house is in the flood plain the local RD office will be contacted for guidance. The same will hold true for wetlands. If the dwelling is located on or adjacent to the Gulf of Mexico, Suwannee River Economic Council, Inc. will check with the U.S. Fish and Wildlife Service or the local RD office. If a dwelling is located within the CBRS, the dwelling is ineligible for the HPG program. If the unit is over 50 years old, pictures are taken; a map is obtained with the location of the home noted, and a list of measures to be done. These are forwarded to the SHPO for consideration. If it is determined no historical significance is involved, the work will proceed as planned.

Suwannee River Economic Council, Inc. will check to see if there is any area where chemicals or petroleum products are stored, disposed of, or appear to have been released into the environment. If such a condition on the property is discovered, Suwannee River Economic Council, Inc. will not remove or handle any of these materials, but will immediately contact RD or the local Health Department or environmental regulatory agency for further guidance. If any other adverse environmental conditions are found, Suwannee River Economic Council, Inc. will do no work on the dwelling until RD has been consulted. Suwannee River Economic Council, Inc. will abide by the decision resulting from the consultation and/or assessment made by RD.

At the initial inspection, hazardous waste (chemicals and petroleum products) will be looked for. In the event some are found or if it appears the site was used as a dump or land fill, the local RD office will be contacted for guidance.

- (iv) Standards: Rural Development 504 Development Standards for existing housing will be utilized. The houses rehabilitated will be brought up to the RD Thermal Standards which are R-30 attic insulation and meet the State of Florida Building Code for existing dwellings, as well as local codes.

(v)	2013/2014	SCHEDULE OF HOME REHABILITATIONS	
		Month	
		1	0 Homes
		2	0 Homes
		3	2 Homes
		4	2 Homes
		5	2 Homes
		6	2 Homes
		7	4 Homes
		8	4 Homes
		9	4 Homes
		10	1 Homes
		11	2 Homes
		12	1 Homes
		<u>TOTAL</u>	<u>24</u>

(4)

