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November 12, 2014

TO: Clearinghouse Committee
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Meeting Scheduled for November 19, 2014, at 3:00 p.m.

One Committee-level review item was recently received by the Council which requires action prior to the next regularly-scheduled Council meeting.

Council procedures allow the Clearinghouse Committee to act on behalf of the Council in the review of local government comprehensive plan amendments which must be acted on prior to the next regularly scheduled meeting of the Council.

Therefore, there will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on November 19, 2014. The meeting will be held at the North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida, beginning at 3:00 p.m.

It is procedurally acceptable to conduct the meeting by telephone with those of you who have longer distances to drive to Gainesville. We would, however, request that those members located near Gainesville to attend in person to minimize the complexity and the sometimes confusion which can occur with too many members participating by telephone.

For those attending by telephone conference call, please dial 888.670.3525 at 3:00 p.m. on the day of the meeting.

Enter conference code number 5386341358, then #.



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MEETING NOTICE

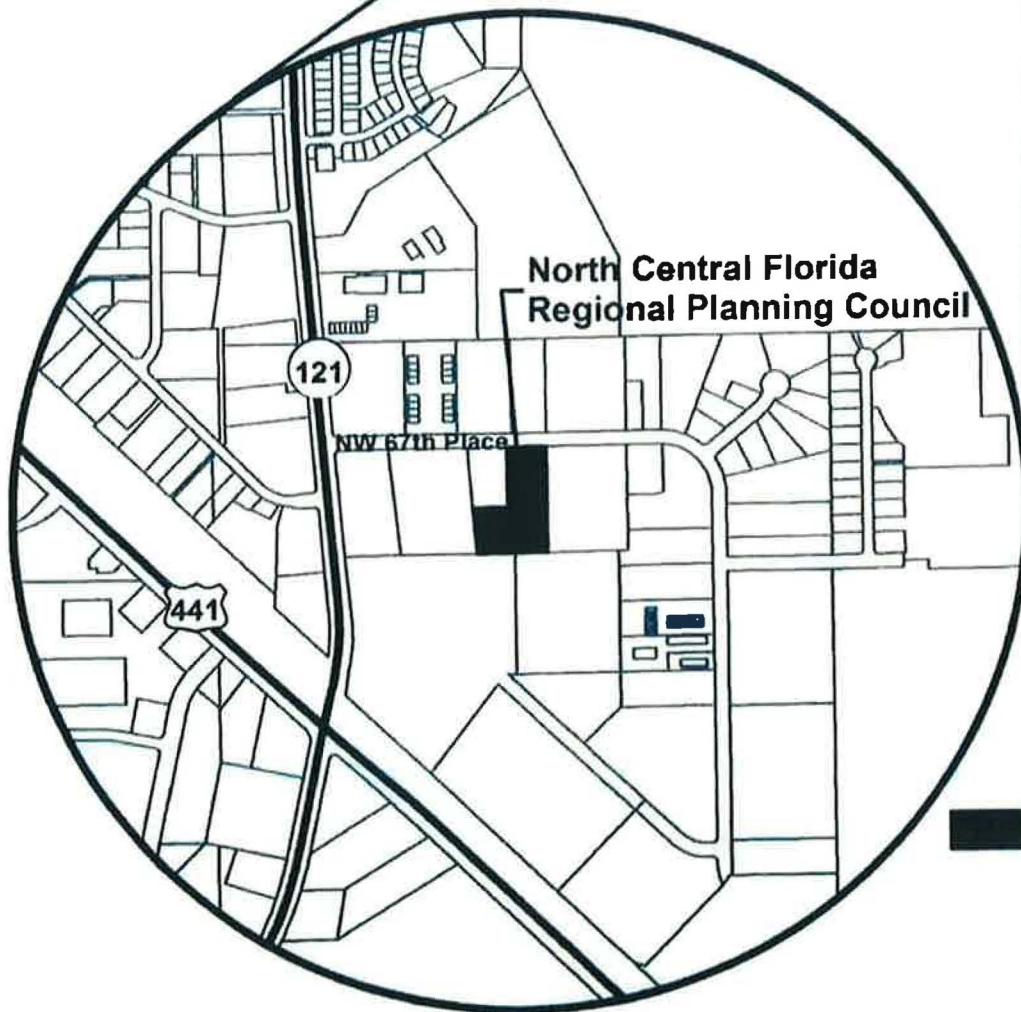
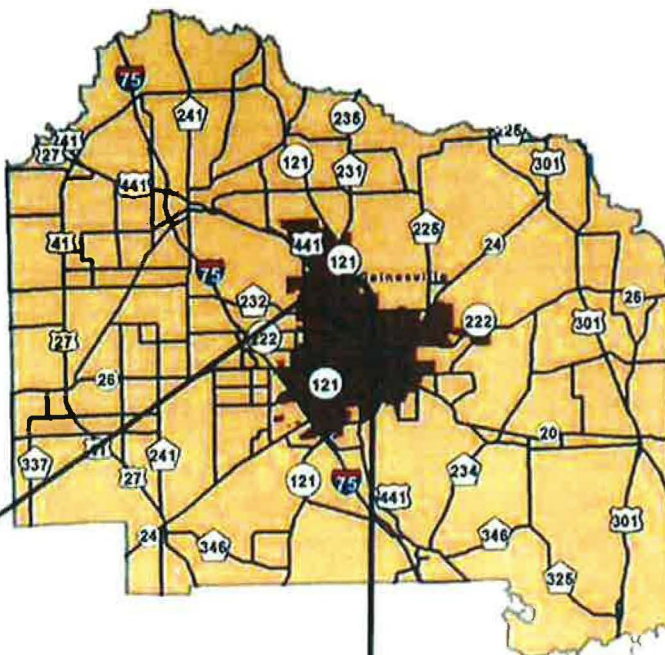
CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **November 19, 2014**. The meeting will be held at the **North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville**, beginning at **3:00 p.m.**

(Location Map on Back)

North Central Florida Regional Planning Council 2009 NW 67th Place Gainesville, FL 32653-1603

Directions: From the intersection of State Road 121 (also known as Northwest 34th Street) and U.S. Highway 441 (also known as Northwest 13th Street) in the City of Gainesville head North onto State Road 121 (also known as Northwest 22nd Street), travel approximately 1,000 feet to NW 67th Place, turn right (East) onto NW 67th Place, travel approximately 1,000 feet and the North Central Florida Regional Planning Council is on the right.



1 inch = 1,000 feet

North Central Florida
Regional Planning Council





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AGENDA

CLEARINGHOUSE COMMITTEE

North Central Florida Regional Planning Council Office
Gainesville, Florida

November 19, 2014
3:00 p.m.

PAGE NO.

- | | | |
|------|---|---|
| I. | APPROVAL OF THE OCTOBER 23, 2014 MEETING MINUTES | 5 |
| II. | COMMITTEE-LEVEL REVIEW ITEMS | |
| | <u>Comprehensive Plan Amendments</u> | |
| #5 - | City of Starke Comprehensive Plan Draft Amendment (DEO No. 15-1ER)* | 9 |

*The Florida Department of Economic Opportunity response deadline for the local government comprehensive plan amendment occurs prior to the next regularly-scheduled Council meeting. Therefore, the Committee is to act on behalf of the Council as per Clearinghouse Committee Procedures.

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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.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

October 23, 2014
6:00 p.m.

MEMBERS PRESENT

Jim Catron
Donnie Hamlin
Sandra Haas, Chair
James Montgomery, Vice-Chair
Lauren Poe
Wesley Wainwright
Stephen Witt

MEMBERS ABSENT

Beth Burnam
Mike Williams

STAFF PRESENT

Steven Dopp

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

Chair Haas requested that the following items that were received by the Council following the distribution of the meeting packet be added to the Committee agenda:

- #2 - City of Hawthorne Comprehensive Plan Adopted Amendment (DEO No. 14-2ESR); and
- #3 - City of Gainesville Comprehensive Plan Draft Amendments (DEO No. 14-3ESR).

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Poe to add the above-referenced items to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF THE SEPTEMBER 25, 2014 MEETING MINUTES

ACTION: It was moved by Commissioner Poe and seconded by Commissioner Catron to approve the September 25, 2014 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #1- Columbia County Comprehensive Plan Draft Amendments (DCA No. 14-2ESR)
- #2 - City of Hawthorne Comprehensive Plan Adopted Amendment (DCA No. 14-2ESR)
- #3- City of Gainesville Comprehensive Plan Draft Amendments (DEO No. 14-3ESR)

Mr. Dopp stated the staff reports for the items 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 adjoining local governments.

ACTION: **It was moved by Commissioner Poe and seconded by Commissioner Catron to approve the staff reports as circulated. The motion carried unanimously.**

Proposed Amendments to Clearinghouse Committee Procedures

Mr. Dopp stated that the staff has continued to work on the amendment to the Clearinghouse Committee Procedures based on instructions from the Committee at its September 25, 2014 meeting. He noted that in addition to the specific amendments requested by the Committee at its September 25, 2014 meeting, staff is also proposing an additional amendment which addresses Sector Plans.

ACTION: **It was moved by Commissioner Poe and seconded by Mayor Witt to recommend that the Council amend the Clearinghouse Committee Procedures as circulated. The motion carried unanimously.**

The meeting adjourned at 6:20 p.m.

Sandra Haas, Chair

11/19/14

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

Regional Planning Council: North Central Fl
Review Date: 11/19/14
Amendment Type: Draft Amendments

Regional Planning Council Item No.: 5
Local Government: City of Starke
Local Government Item Nos.: CPA 14-01
State Land Planning Agency Item No.: 15-1ER

Date Mailed to Local Government and State Land Planning Agency: 11/20/14 (estimated)

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

DESCRIPTION OF AMENDMENTS

City item CPA 14-01 amends the text and the Future Land Use Plan Map of the City Comprehensive Plan based on an evaluation completed by the City to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes; amends the text of the Land Use Element; the Transportation Element; the Housing Element; the Public facilities Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; and the Public School Facilities Element (see attached excerpts) .

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

The City is bisected by the following roads which are identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network: U.S. Highway 301, State Road 16, State Road 100 and State Road 230. Nevertheless, significant adverse impacts are not anticipated to occur to the regional road network as a result of the amendment since it does not result in an increase in intensity or density of use. Additionally, the Transportation Element adds several policies which implement Transportation Planning Best Practices contained in the regional plan (see attached).

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as no such resources are located within or near the City.

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

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

Yes ☒ X ☐

No ☐

Not Applicable ☐

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

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

CITY OF STARKE

COMPREHENSIVE PLAN

A. **FUTURE** LAND USE ELEMENT

GOAL, OBJECTIVES AND POLICIES

GOAL A.1 - PROVIDE FOR A CONTINUED HIGH QUALITY OF LIFE IN STARKE BY PLANNING FOR POPULATION GROWTH, PUBLIC AND PRIVATE DEVELOPMENT, AND THE PROPER DISTRIBUTION, LOCATION, AND EXTENT OF LAND USES BY TYPE, DENSITY, AND INTENSITY CONSISTENT WITH EFFICIENT AND ADEQUATE LEVEL OF SERVICE AND FACILITIES AND THE PROTECTION OF NATURAL AND ENVIRONMENTAL RESOURCES.

OBJECTIVE A.1.1 Future growth and development will be managed through the enforcement of land development regulations, as stipulated in the City's Land Development Code **~~adopted in January 1998 in accordance with Chapter 163.3202, Florida Statutes and Rule 9J-24, Florida Administrative Code.~~**

Policy A.1.1.1 Continue to regulate development in order to implement the provisions of the Comprehensive Plan Elements through the application and enforcement of the adopted Land Development Code which includes:

1. The subdivision of land;
2. The regulation of land use consistent with this Future Land Use Element;
3. The compatibility of future adjacent land uses through zoning use districts and the elimination of existing incompatible uses through enforcement of non-conforming use requirements that prohibit re-establishing any incompatible use after 180 days of inactivity and removal of non-conforming structures when destroyed beyond 50 percent of its value; and provide for larger open space buffers or visual screens between residential and commercial or industrial zoning districts;
4. The regulation of areas designated as subject to seasonal and periodic flooding;
5. Adequate stormwater management;
6. The protection of potable water wellfields through the establishment of potable water wellfield protection zones, as follows:
 - a. An Interim Wellhead Protection area shall be established as a circular area with a fixed radius of two hundred (200) feet and shall be drawn utilizing each well as the center of the circle.
 - b. A Final Wellhead Protection area shall be established utilizing^g hydrological information and flow, modeling developed in cooperation with the Suwannee River Water Management District. The Final Wellhead Protection area when available, will replace the Interim Wellhead Protection area.
 - c. The boundaries of Wellhead Protection areas shall be shown on the Future Land Use Map.

Words **bolded and underlined** have been added.
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CITY OF STARKE

COMPREHENSIVE PLAN

- Policy A.1.2.4 Demand for land at new locations to accommodate future public land uses, utility systems, or significant traffic circulation facilities is expected to be minimal during the planning period; however, when shown to be necessary, they shall be located where sufficient land area is available to provide adequate parking, landscaping, and stormwater management measures on-site.
- Policy A.1.2.5 Foster the protection of important agricultural and silvicultural lands from further encroachment by urban development and negative environmental factors through the implementation of good development practices outlined in the Land Development Code.
- Policy A.1.2.6 The City recognizes that urban sprawl; as evidenced by the incidence of "leapfrog" development, strip commercial development, and large expanses of low-density, single dimensional land uses presents a fiscally and environmentally unsound urban form. However, in a mature community like the City, development patterns have long been set. Nevertheless, it is the intent of the City to enforce its land development regulations in a manner which will discourage the development or extension of commercial strips, provide for mixed use developments where appropriate, and support the development of areas which are already served by public utilities.
- Policy A.1.2.7 The amount of land absorbed for active recreational uses shall be limited to the least amount necessary to accommodate the recreational facilities and equipment recommended to maintain the adopted level of service for such facilities along with provisions for adequate operation and maintenance of the facility. No development, other than the minimum amount needed for caretaker and security quarters, will be permitted in any future Conservation area.
- Policy A.1.2.8** **The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.**
- 1. In nonresidential areas, the distribution electric substation shall comply with the setback and landscaped buffer area criteria applicable to other similar uses in that district.**
 - 2. In residential areas, a setback of up to 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained, as follows:**
 - a. For setbacks between 100 feet and 50 feet, an open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.**

CITY OF STARKE

COMPREHENSIVE PLAN

- b. **For setback of less than 50 feet, a buffer wall 8 feet high or a fence 8 feet high with native landscaping shall be installed around the substation.**

OBJECTIVE A.1.3 All future land use shall be consistent with sound planning principles and the limitations of the natural environment including sensitivity to the problems posed by topography, soil conditions, or conservation areas such as wetlands and floodplains. Future land development activities shall address the need to preserve and protect historic resources through the development of a complete inventory of sites, adoption of regulatory incentives to promote preservation and provision of information on standards and criteria for the maintenance and use of historic resources; the desired community character; and the goals, objectives, and policies relating to the development of the land set forth in the other elements of this plan.

Ensure the compatibility of future adjacent land uses through the adoption of zoning use districts and provide for the elimination of existing incompatible uses through enforcement of non-conforming use requirements that prohibit re-establishing any incompatible use after 180 days of inactivity and removal of non-conforming structures when destroyed beyond 50 percent of its value; and provide for larger open space buffers or visual screens between residential and commercial or industrial zoning districts.

Policy A.1.3.1 Ensure that future land development is carried out in a manner which will conserve, manage, and protect natural resources; maintain and enhance the natural balance of ecological functions in the community; protect air and water quality, conserve the water supply, protect the natural functions of floodplains, and native vegetation communities and wildlife habitats in accordance with the goals, objectives, and policies set forth in the Conservation Element.

Policy A.1.3.2 Maintain a listing of all known historic sites and encourage and support preservation of the identified historic resources within the community. Continually, encourage and support efforts to identify additional historic resources.

Work with the Architectural Services Section of the Florida Bureau of Historic Preservation to develop and implement standards and criteria for the continued maintenance and uses of historic properties, to the extent that they are legal and affordable within the next five years. The standards and criteria shall be based on "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings".

OBJECTIVE A.1.4 The City shall ensure that development orders for future land uses are issued only when the necessary facilities and services are available concurrent with the development.

Policy A.1.4.1 Future land development projects must not cause a reduction in the adopted minimum level of service standards for all roadways as follows:

CITY OF STARKE

COMPREHENSIVE PLAN

B. ~~TRAFFIC CIRCULATION~~ TRANSPORTATION ELEMENT

GOAL, OBJECTIVES AND POLICIES

GOAL B.1 - PROVIDE A SAFE, CONVENIENT, EFFICIENT TRANSPORTATION SYSTEM.

OBJECTIVE B.1.1 Maintain an acceptable level of service standards on all roadways within the City.

Policy B.1.1.1 **Establish the Service Standards as noted below at peak hour for the following types of roadways within the City as defined within the Florida Department of Transportation 2013 Quality/Level of Service Handbook.**

Maintain a minimum level of service standards as follows:

Rural Areas (all roads) C

Urban Areas

Principal Arterials C

Minor Arterials & Collectors D

Collectors D

Constrained or Backlogged Maintain existing level of service standards with up to five percent increase in peak hour volume or a five percent decrease in average travel speed.

Policy B.1.1.2 The City shall adopt a concurrency management ordinance that will assure implementation of the level of service standards cited above.

~~Policy B.1.1.3 By communication to the Florida Department of Transportation District Secretary, urge the Florida Department of Transportation to complete the Planning Development & Engineering Study for U.S. 301.~~

~~Policy B.1.1.4 The following road sections are currently designated as physically constrained:~~

Road	Section	Length	Level of Service
U.S. 301	Call St. to Pratt St.	0.2 Miles	D
State Road 16	Temple St. to Church St.	0.5 Miles	A
State Road 230	U.S. 301 to Bridge	0.4 Miles	C

Florida Department of Transportation is requested to evaluate U.S. 301 from S.R. 16 south to Alligator Creek with respect to construction constraints."

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CITY OF STARKE

COMPREHENSIVE PLAN

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- ~~Policy B.1.1.5~~** — ~~No sections are currently listed by Florida Department of Transportation as backlogged. Florida Department of Transportation is requested to evaluate U.S. 301 from State Road 16 south to Alligator Creek with respect to backlogged conditions.~~
- Policy B.1.1.**63** By communication to the Florida Department of Transportation District Secretary, urge Florida Department of Transportation to address the deficiencies on any backlogged or constrained facilities on the State highway system within the City.
- OBJECTIVE B.1.2 Coordinate local transportation planning with the County, North Central Florida Regional Planning Council, and Florida Department of Transportation.
- Policy B.1.2.1 Continue to work with the County on the maintenance of local roads.
- ~~Policy B.1.2.2~~** — ~~Work closely with Florida Department of Transportation in the identification of and solution to level of service problems on State maintained roads, especially U.S. 301.~~
- Policy B.1.2.**3 2** Coordinate transportation projections with land use forecasts for the City and the County.
- OBJECTIVE B.1.3 Provide for adequate future right-of-way requirements.
- Policy B.1.3.1 Work with Florida Department of Transportation on the expansion of right-of-way along U.S. 301 in downtown area of the City through actions that include acquisition, zoning control, and setback requirements as outlined in the Land Development Code.
- Policy B.1.3.2** **In accordance with Section 163.3180(5)(h)3.c., Florida Statutes, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.**
- OBJECTIVE B.1.4 Provide for safe and convenient on-site traffic flow and parking for motorized and non-motorized modes.
- Policy B.1.4.1 Explore opportunities for bicycle and pedestrian ways where feasible.
- OBJECTIVE B.1.5 Encourage the provision of services and facilities for the transportation disadvantaged.
- Policy B.1.5.1 If any mass transit services are proposed for the City, the City shall assure that the needs of the transportation disadvantaged are addressed.
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CITY OF STARKE

COMPREHENSIVE PLAN

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- OBJECTIVE B.1.6 Coordinate the ~~traffic circulation~~ **transportation** system with the future land use map.
- Policy B.1.6.1 Assure that the Future Land Use Map and ~~Traffic-Circulation~~ **Transportation** Element promote the timely and efficient access to services, jobs, markets, and attractions to Florida's citizens and visitors.
- Policy II.6.2** **Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.**
- Policy II.6.3** **Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.**
- Policy II.6.4** **Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.**
- Policy II.6.5** **Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;**
- Policy II.6.6** **Adequate corner clearance shall be maintained at crossroad intersections with arterials.**
- Policy II.6.7** **The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.**
- Policy II.6.8** **The City shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.**
- OBJECTIVE B.1.7 Insure development along U.S. 301 is consistent with the Florida Intrastate Highway System standards.
- Policy B.1.7.1 Develop an overlay zone for property adjacent to U. S. 301 to include Florida Intrastate Highway System standards for minimum driveway spacing, access management, lot width and setbacks.
- Policy B.1.7.2 Work with the County to establish a consistent approach to development review for properties along the U.S. 301 corridor.

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CITY OF STARKE

COMPREHENSIVE PLAN

C. HOUSING ELEMENT

GOAL, OBJECTIVES AND POLICIES

GOAL C.1 - THE CITY SHALL PLAN AND PROGRAM FOR HOUSING THAT IS ADEQUATE IN NUMBERS AND CONDITIONS, YET AFFORDABLE TO ITS RESIDENTS.

- Policy C.1.1.1 The City shall cooperate with the ~~North-Central Florida Regional Planning Council and~~ State and federal agencies in the provision of affordable housing.
- Policy C1.1.2 The City shall work with the public sector to exchange ideas and explore ways and means to enhance, facilitate, and reduce costs in the housing delivery system in accordance with programs and activities established by the specific land use, housing and infrastructure improvement policies set forth in this plan.
- Policy C1.1.3 The City shall work with a committee consisting of **extremely low-**, **very low-**, low- and moderate-income and other special needs groups and the providers of housing services to such groups to begin a dialogue with the public sector to exchange ideas and explore ways and means to enhance, facilitate and reduce costs in the housing delivery system in accordance with programs and activities established by the specific land use, housing and infrastructure improvement policies set forth in this plan.
- Policy C1.1.4 The City shall assure that adequate rental housing is available through zoning and favorable land use controls.
- OBJECTIVE C.1.2 The City shall work to reduce the incidence of the substandard housing conditions through the provision of adequate infrastructure, private rehabilitation and conservation initiatives, provision of adequate infrastructure, targeting of code enforcement activity and earmarking Community Development Block Grant funds to assist private rehabilitation and conservation initiatives.
- Policy C.1.2.1 The City shall determine which areas of the City are blighted and maintain a current inventory of conditions.
- Policy C.1.2.2 The City, in working with the local financial institutions under the auspices of the working committee established pursuant to Policy C.1.1.1, shall determine if adequate support exists within the committee and the community at large to develop housing rehabilitation financial assistance programs using public funds, primarily provided through any Small Cities' Community Development Block Grant funding that may be available after the adoption of this plan.
- Policy C.1.2.3 The City shall ~~use a part of its recently awarded Community Development Block Grant to~~ promote the improvement of historical buildings in need of facade restoration.
- Policy C.1.2.4 The City shall continue to target Community Development Block Grant funds for **extremely low-**, **very low,** **and** low income areas in need of infrastructure or home improvement.

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CITY OF STARKE

COMPREHENSIVE PLAN

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| Policy C.1.2.5 | The Code Enforcement Board shall be instructed by City Commission to increase its monitoring activity. |
| Policy C.1.2.6 | It is the intent of the City in carrying out its housing conservation and code enforcement programs in a manner that keeps actions that would require the displacement of individuals and families to an absolute minimum. However, if the living conditions present in an occupied structure are of a nature that makes the unit completely unsafe or unhealthy and demolition is required, the City will ensure that the relocation of the occupants is carried out in a non-discriminatory manner adhering to the rules and procedures established by the Florida Department of Community Affairs for use by local governments participating in the Small Cities' Community Development Block Grant Program. |
| OBJECTIVE C.1.3 | The City shall ensure that there will be adequate sites available to provide for the housing needs of all segments of its existing and future population according to the Policies C.1.3.1 through C.1.3. 87 set forth below. |
| Policy C.1.3.1 | The City shall encourage public and private sector participation in meeting all the City's housing need. |
| Policy C.1.3.2 | The City shall facilitate development review, approval and permitting relative to the development of low-cost housing alternatives, at reasonable densities, pursuant to the recommendations and guidelines of this Housing Element and the Future Land Use Element. |
| Policy C.1.3.3 | <p>The City shall implement the policies set forth in Chapter 419, Florida Statutes, as amended, relative to the location of community residential facilities, as follows:</p> <ol style="list-style-type: none">1. Group homes (community residential facilities) which house six (6) or fewer residents shall be permitted in any low or medium density residential land use category.2. Group homes (community residential facilities) housing seven (7) or more residents shall be permitted in any areas where multi-family dwellings are permitted, including mixed-use land use categories. |
| Policy C.1.3.4 | The City shall support low-cost housing alternatives and community residential facilities. |
| Policy C.1.3.5 | Throughout the planning period, the City shall provide the adequate supporting infrastructure (roads, sanitary sewage disposal, potable water supply, storm drainage, solid waste collection) according to the levels of service and recommendations in these Plan Elements to enhance and complement the objectives and policies set forth in this Housing Element. |
| Policy C.1.3.6 | Public infrastructure improvements shall be programmed for existing developed areas where deficiencies may be effecting the quality of life of the current and futures residents. |
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CITY OF STARKE

COMPREHENSIVE PLAN

E. CONSERVATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

GOAL E.1 - THE GOAL OF THE CITY IS TO CONSERVE, PROTECT, AND APPROPRIATELY MANAGE ITS NATURAL RESOURCES TO ENSURE THE HIGHEST ENVIRONMENTAL QUALITY POSSIBLE.

OBJECTIVE E.1.1 The City shall ensure that the minimum acceptable air quality levels established by the Florida Department of Environmental ~~Regulation~~ **Protection** will continue to be met.

Policy E.1.1.1 The City shall cooperate with the appropriate agencies on a continuing basis to establish an air quality monitoring program when appropriate data and analyses indicate a need for such activity.

Policy E.1.1.2 The City shall implement the provisions of the Future Land Use Plan, and Land Development Code, which together limit vehicle miles of travel by reducing urban sprawl and providing for the availability of necessary retail and service uses in proximity to residential uses.

Policy E.1.1.3 The City shall implement the provisions of the Land Development Code which require that new industrial uses that demonstrate the potential to violate any State or Federal air quality standards be fully evaluated and, where appropriate, mitigation systems shall be required as a prerequisite to the approval of a development order.

OBJECTIVE E.1.2 The City shall act within its authority to protect all surface and subsurface water resources within its corporate limits in accordance with Policies E.1.2.1, E.1.2.2, E.1.2.3, E.1.2.4, E.1.2.5, and E.1.2.6.

Policy E.1.2.1 The City shall continue to operate its municipal wastewater treatment plant in accordance with design guidelines and in a manner that ensures the level of treatment of the wastewater at the outfall meets all Department of Environmental Protection standards and guidelines.

Policy E.1.2.2 The City will ensure throughout the planning period that all septic tank disposal systems continue to be approved for installation and inspected by the County and/or State agency.

Policy E.1.2.3 Septic tank wastewater treatment systems will be prohibited where soils are classified as severely unsuitable for on-site systems according to the Soil Conservation Service.

Policy E.1.2.4 ~~In accordance with the requirements of Chapter 381.272, Florida Statutes, and Rule 10D-6, Florida Administrative Code, t~~The City will require all buildings currently served by on-site sewage disposal systems that are located within or, in the future, become located within 100 feet of a publicly-owned or investor-owned permitted sewage system to connect to that system not later than one year following notification that such a system is available.

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CITY OF STARKE

COMPREHENSIVE PLAN

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| Policy E.1.2.5 | The City shall continue to require that new single-family subdivision, multiple family projects, and commercial developments provide on-site retention of stormwater in accordance with the minimum levels of service established by this Plan and the criteria established by the Suwannee Water Management District, with facilities constructed using approved techniques and practices. |
| Policy E.1.2.6 | <p>The City shall implement the provisions of the Land Development Regulations to protect potable water wellfields by establishing potable water wellfield protection zones, as follows:</p> <ol style="list-style-type: none">1. An Interim Wellhead Protection area shall be established as a circular area with a fixed radius of two hundred (200) feet and shall be drawn utilizing each well as the center of the circle.2. A Final Wellhead Protection area shall be established utilizing hydrological information and flow modeling developed in cooperation with the Suwannee River Water Management District. The Final Wellhead Protection area when available, will replace the Interim Wellhead Protection area.3. The boundaries of Wellhead Protection areas shall be shown on the Future Land Use Map.4. Non-compatible land uses prohibited within the Wellhead Protection area shall include operations which store, handle, use, package, create, treat, recycle, or reclaim substances listed in 40 Code of Federal Regulations 355 Appendix A, July 1, 1990, Extremely Hazardous Substances. |
| Policy E.1.2.7 | The City will cooperate to reduce potable water consumption by adopting and enforcing conservation oriented construction and irrigation requirements, xeric landscaping standards, mandatory use restrictions, rate structuring and other water conservation techniques promulgated and promoted by the Suwannee River Water Management District. |
| OBJECTIVE E.1.3 | The City shall protect the natural functions of the 100-year floodplain so that flood-carrying and flood storage capacity are maintained. |
| Policy E.1.3.1 | The City shall continue to participate in the National Flood Insurance Program. |
| Policy E.1.3.2 | The City will develop a formal program for protection of the natural drainage features within Starke based on the findings of a master drainage study. |
| Policy E.1.3.3 | Incorporate natural drainage features into the City-wide master drainage plan to the maximum extent possible. |
| Policy E.1.3.4 | The Land Development Code to require that all drainage plans submitted for proposed development identify natural drainage features on-site and demonstrate compatibility of the manmade and natural drainage systems. |
| Policy E.1.3.5 | Maintain adopted stormwater levels of service as identified in the master drainage study. |
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- OBJECTIVE E.1.4 ~~Upon adoption of this Plan, t~~The City shall protect its undeveloped wetlands from physical and hydrological alteration through the development and adoption of regulations to implement the programs as stated in Policy E.1.4.1 and E.1.4.2.
- Policy E.1.4.1 The City shall protect wetlands from destruction by amending, adopting, and enforcing land development regulations to ensure that:
1. Site plans for new development identify the location and extent of wetlands located on the property;
 2. Site plans provide measures to assure that normal flows and quality of water will be provided to maintain wetlands after development; or
 3. Every effort is made to achieve a goal of no net loss of wetland area while still providing for reasonable use of the property impacted by the presence of wetlands. After ensuring that an unavoidable loss of wetlands has been reduced to the lowest amount of impact possible through reduction in the intensity of the proposed use, density transfer or relocation of structures within the site, clustering of development on uplands and other proven land planning techniques; the City shall permit compensatory mitigation, preferably on the same site. Compensatory mitigation shall require that the amount of wetlands purchases, created, enhanced or restored by of sufficient size to assure that the amount of wetland lost will be completely and successfully replaced. No subdivision of land will be permitted unless all of the new parcels created contain sufficient upland area to accommodate a development having the maximum intensity or density allowed.
 4. To the maximum extent possible, all wetland mitigation will be performed "on-site".
- Policy E.1.4.2 The City shall cooperate with the Federal Department of Environmental Protection, the Florida **Fish and Wildlife Conservation Department of Natural Resources**, and the Suwannee Water Management District by enforcing current regulations to ensure that dredge and/or fill activities are conducted in manner which minimizes adverse impacts on natural systems and surface water quality.
- OBJECTIVE E.1.5 The City shall act to protect and conserve minerals and the natural functions of existing soils, fisheries, lakes and floodplains by implementing programs and regulations in accordance with Policies E.1.5.1 and E.1.5.2.
- Policy E.1.5.1 The City shall protect and conserve the natural functions of existing soils, lakes and ponds, and floodplains through the implementation of the policies regarding these resources set forth in the various elements of this plan and enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.

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- Policy E.1.5.2 The City shall establish by ordinance a 50-foot buffer on either side of Alligator Creek. No new development shall be allowed within this buffer.
- Policy E.1.5.3 In accordance with the Objective G.1.3 and associated Policies G.1.3.1, G.1.3.2, and G.1.3.3, set forth in the Intergovernmental Coordination Element of this Comprehensive Plan, the City shall provide for mutual actions to conserve, appropriately use, or protect unique vegetative communities located in both the City and the County by providing for County review of projects that span jurisdictional boundaries, review of proposed developments with respect to the provisions of the County's Comprehensive Plan to identify inconsistencies, and continue current policies and practices involving review of all development activities falling under the jurisdiction of the Florida Department of Transportation, Suwannee River Water Management District, Florida Department of Environmental **Regulation Protection**, and the United States Corps of Engineers.
- Policy E.1.5.4 In conformance with Federal and State regulations, commercial establishments that use, treat, store, generate or transport toxic or hazardous substances shall provide a plan to the City that identifies the materials and how these materials will be handled and disposed.
- OBJECTIVE E.1.6 The City shall protect the natural functions of the 100-year floodplains from physical and hydrological alteration through the programs as stated in Policies E.1.6.1 and E.1.6.2.
- Policy E.1.6.1 The City shall protect floodplains from adverse impacts by ensuring that:
1. Site plans for new development identify the location and extent of the 100-year floodplains located on the property; and
 2. Site plans provide measures to assure that normal flows and quality of water will be provided to maintain the floodplains after development and every effort is made to achieve no net loss of floodplain areas.
- Policy E.1.6.2 The City shall adopt land development regulations which limit the density of dwelling units within Federal Emergency Management Agency designated 100-year floodplains to the low-density land use classification (0 to 4.0 dwelling units per acre) so that existing flood storage is maintained and allowable densities do not create potential flood hazards, or degrade the natural functions of the floodplain. Within the Alligator Creek floodplain, the density shall be limited to 0 to 2 dwelling units per acre. No hazardous materials or hazardous waste should be stored, used or generated within the floodplain. Existing public facilities located in the floodplains shall continue as conforming uses. Any lot of record existing at the time of adoption of this comprehensive plan shall be allowed one residential dwelling regardless of lot size.
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OBJECTIVE F.1.7

The City, 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 City 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 F.1.7.1

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 F.1.7.2

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 F.1.7.3

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 F.1.7.4

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.

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CITY OF STARKE

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Policy F.1.7.5

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.

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H. CAPITAL IMPROVEMENTS ELEMENT

The following goal, objectives and policies for capital improvement provide strategic planning for the financing and construction of improvements identified as part of the capital improvements Data and Analysis document.

The data collected for this plan element and its analysis contained in the City's Data and Analysis document, are not part of this plan element but provide a basis for its formulation.

This element is not intended to be a capital improvement program for the City and therefore, considers only those public facilities which are planned for under the requirements of Chapter 163, Florida Statutes, Part II ~~and Rule 9J-5, Florida Administrative Code~~, as amended.

GOAL H.1 - THE CITY SHALL ANNUALLY ADOPT AND IMPLEMENT A **FINANCIALLY FEASIBLE** CAPITAL IMPROVEMENTS PROGRAM WHICH COORDINATES THE TIMING AND PRIORITIZES THE DELIVERY OF THE NEEDS ADDRESSED WITHIN THE OTHER ELEMENTS OF THIS COMPREHENSIVE PLAN

~~As defined in Section 163.3164 (23), Florida Statutes, financial feasibility means that sufficient revenues are currently available or will be available from committed funding sources for the first three years, or will be available from committed or planned revenue sources for years four and five of the Five-Year Schedule of Improvements.~~

- OBJECTIVE H.1.1 The City shall provide capital improvements to correct the existing and projected deficiencies as identified within the schedule of improvements and funding of this plan element, by adopting an annual **financially feasible** capital improvements budget.
- Policy H.1.1.1 The City shall finance new facilities to serve residents in a timely, orderly, and efficient manner.
- Policy H.1.1.2 All capital improvement projects identified in the in the other elements of this plan shall be included in the Five-Year Schedule of the Capital Improvements.
- Policy H.1.1.3 The City shall annually assess capacity of existing facilities to address any existing or projected deficiencies in adopted level of service standards in order to prepare an annual update to the Five-Year Schedule of Improvements that identifies, schedules, and specifies funding for any capital improvement projects needed to maintain level of service standards.
- Policy H.1.1.4 Local expenditures for capital improvements shall be made in accordance with all elements of the comprehensive plan.
- OBJECTIVE H.1.2 The City shall continue to manage its fiscal resources by limiting its general obligation indebtedness.
- Policy H.1.2.1 The City Clerk, shall report, annually on the ratio of total capital indebtedness to tax base The City shall implement a policy that establishes the maximum ratio of capital indebtedness to the tax base.
- Policy H.1.2.2 The City Commission shall implement a policy that specifies the maximum ratio of outstanding capital indebtedness to property tax.

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- Policy H.1.2.3 The City shall continue to schedule capital improvements based on its ability to meet debt payments with projected revenues.
- OBJECTIVE H.1.3 All decisions regarding the issuance of development orders will be based upon coordination of goals, objectives, and policies of this plan; the revised land development regulations, and the concurrency management system (when adopted).
- Policy H.1.3.1 The City hereby adopts the level of service standards listed below in reviewing the impacts of new development and redevelopment on public facility provisions. No development order shall be issued unless public facilities that meet the adopted level of service are available or are assured of being available concurrently with the impacts of development.
1. Sanitary Sewers
 - Residential/Small Commercial 86 gallons per day per customer
 - Large Commercial/Industrial 44 gallons per day per customer
 2. Solid Waste - 8.3 pounds per day per customer
 3. Stormwater
 - a. Major drainage facilities shall be designed and constructed to accommodate a 25-year, 24-hour frequency storm.
 - b. Minor drainage structures shall be designed and constructed to accommodate a 10-year, 24-hour frequency storm.
 4. Potable Water
 - Residential/Small Commercial 115 gallons per day per customer
 - Large Commercial/Industrial 82 gallons per day per customer
 5. Roads

ROAD	LEVEL OF SERVICE
Rural	C Urban
Principal Arterial	C
Minor Arterial	D
Collector	D
Constrained or Backlogged	Maintain existing level of service with up to five percent increase in peak hour service volume or a five percent decrease in average travel speed

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CITY OF STARKE

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6. Recreation

TABLE HH-1 CITY OF STARKE - LEVEL OF SERVICE STANDARDS FOR RECREATION FACILITIES			
Facility	Number	Population Served	Average Acres/1,000 Persons
Playground	1	Up to 5,000	N/A
Neighborhood Park	1	Up to 10,000	2
Community Park	1	Up to 25,000	2
Children's Play Areas	1	5,000	
Playing Fields	1	3,000	--
Tennis Courts	1	2,000	--
Basketball Courts	1	2,000	--
Football/Soccer Field	1	10,000	--
Swimming Pool	1	30,000	--
Golf Course	1	25,000	--

Sources: ~~"Recreation and Open Space Standards", National Park Service~~
~~"Outdoor Recreation in Florida: 1987", Department of Natural Resources, Division of Recreation and Parks~~

7. Public School Facilities Level of Service Standards

ACTIVITY	LEVEL OF SERVICE STANDARD
Elementary	100 percent of permanent Florida Inventory of School Houses capacity as adjusted annually by the School Board to account for measurable programmatic changes.
Elementary/Middle	100 percent of permanent Florida Inventory of School Houses capacity as adjusted annually by the School Board to account for measurable programmatic changes.
Middle	100 percent of permanent Florida Inventory of School Houses capacity as adjusted annually by the School Board to account for measurable programmatic changes.

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	High School	100 percent of permanent Florida Inventory of School Houses capacity as adjusted annually by the School Board to account for measurable programmatic changes
Policy H.1.3.2	Proposed plan amendments and/or requests for new development or redevelopment shall be evaluated according to the following criteria, as to whether the proposed action would: <ol style="list-style-type: none">1. Contribute to a condition of public hazard;2. Contribute to the growth of public facility deficits;3. Generate public facility demands that can be accommodated by the increases proposed in the five-year schedule of Improvements; <u>and</u>4. Conform with the land use pattern shown on the Future Land Use Map; and5. Be financially feasible, in the case of public facility provision.	
Policy H.1.3.3	Development orders issued prior to adoption of this plan do not exceed the ability of the City to fund the needed capital improvements. No future development orders shall be issued unless all adopted levels of service are met or for roadways will be met by one of the following actions: <ol style="list-style-type: none">1. Necessary road improvements are within the first three years of the City's five-year schedule of capital improvements and all of the requirements of Rule 9J-5.0055(2)(C) 1-9., Florida Administrative Code are met; or2. Necessary road improvement are within first three years of Florida Department of Transportation's work program; or3. An enforceable development agreement has been executed that includes the provisions of Rule 9J-5.005(2)(a) 1-3., Florida Administrative Code.	
Policy H.1.3.4	No future development orders shall be issued unless the analyses of project impacts takes into consideration the plans of the agencies and the Suwannee River Water Management District.	
Policy H.1.3.5	A plan amendment shall be required to eliminate, defer, or delay construction of any road facility or service which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of improvements.	
OBJECTIVE H.1.4	The City shall continue its present system of fees and investigate the potential benefits and costs of installing new fees where deemed necessary to ensure that private developments continue to assist in defraying the cost of providing and maintaining the minimum levels of service for present and future residents of the City.	

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- Policy H.1.4.1 The City shall retain its present user fees for water, sewer, and electric service; capital improvement charges for new water, sewer, and electric service; and permit fees. The City shall monitor such fees and charges to insure that revenues exceed operating costs.
- Policy H.1.4.2 The City shall complete a master drainage study to evaluate the feasibility of establishing a stormwater utility and a fee structure to finance the development of a comprehensive stormwater management plan, necessary capital improvements, and a systematic annual maintenance program.
- OBJECTIVE H.1.5 The City shall establish an annual capital improvements budgeting process to manage the fiscal resources of the City, so that needed capital improvements, identified within the Comprehensive Plan, are provided for existing and future development and re-development.
- Policy H.1.5.1 The City shall incorporate within the City's annual budgeting process, a ~~financially feasible~~ capital improvements budget which addresses any needed projects found in the schedule of improvements and funding of this plan element.

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CITY OF STARKE

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**IMPLEMENTATION
 FIVE YEAR SCHEDULE OF IMPROVEMENTS**

The five year schedule of improvements shown in Table HH-2 shows the timing, location, projected cost and revenue sources for any capital improvement needs identified within the other elements of the Comprehensive Plan. This schedule is based upon the Data and Analysis Report which, although not a part of this plan, provides the basis for determining the economic feasibility of the projects listed.

**TABLE HH-2
 FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS**

~~2009-2013~~ 2015-2019

PROJECT DESCRIPTION	SCHEDULE	PROJECTED COST	GENERAL LOCATION	REVENUE SOURCE	CONSISTENCY WITH OTHER ELEMENTS
4 additional classrooms 80 student stations	FY 2009	\$730,142	Lawtey Community School	School District	Yes
3 additional classrooms 66 student stations	FY 2009	\$628,147	Southside Elementary School	School District	Yes
5 additional classrooms 110 student stations	FY 2010	\$805,146	Southside Elementary School	School District	Yes
6 additional classrooms 54 student stations	FY 2011	\$916,425	Southside Elementary School	School District	Yes
15 additional classrooms 330 student stations	FY 2012	\$1,085,658	Bradford Middle School	School District	Yes
17 additional classrooms 374 student stations	FY 2013	\$1,158,549	Bradford Middle School	School District	Yes
<u>53 additional classrooms</u> <u>1,000 student stations</u>	<u>FY 2017</u>	<u>36,000,000</u>	<u>Elementary School</u> <u>Southside of County</u>	<u>School District</u>	<u>Yes</u>

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

North Central Florida Strategic Regional Policy Plan

October 2011

This document has been prepared with financial assistance from the Florida
Department of Community Affairs

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-1603
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Adopted May 23, 1996
Amended August 28, 1997, February 27, 2003 and October 27, 2011

Chapter V

Regional Transportation

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



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



Chapter V: Regional Transportation

A. Conditions and Trends

1. Introduction

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

2. Public Transit

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, MV Transportation, and Suwannee Valley Transit Authority. The Gainesville Regional Transit System also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Hawthorne (bus stop), Waldo (bus stop), Starke, Lake City, and Perry.¹

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 1.5 percent of year 2000 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 2.4 percent. Lafayette County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1990 and 2000.

¹Greyhound Bus Lines, Inc., July 8, 2009, <http://www.greyhound.com/home/TicketCenter/en/locations.asp?state=fl>



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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.



C. Regional Goals and Policies

1. Regional Road Network

REGIONAL GOAL 5.1. Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

Regional Indicators

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



TABLE 5.17

**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4
LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.1. Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

Policy 5.1.2. Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.3. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.4. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

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



b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

TABLE 5.18
SUMMARY OF REGIONAL PLAN POLICIES 5.1.5 THROUGH 5.1.6
DEVELOPMENTS OF REGIONAL IMPACT

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Local Comprehensive Plan Level of Service Standard
Municipalities, Urban Service Areas, Urban Development Areas	No	Local Comprehensive Plan Level of Service Standard
Rural Areas	Yes	Local Comprehensive Plan Level of Service Standard
Rural Areas	No	Local Comprehensive Plan Level of Service Standard

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.5. The significant and adverse transportation impacts to the Regional Road Network created by a Development of Regional Impact shall be considered adequately mitigated where the local government development order contains conditions which either maintain the minimum level of service standard established in local government comprehensive plans for all significantly and adversely impacted portions of the Regional Road Network consistent with Section 380.06, Florida Statutes, or where the local government development order mitigates impacts to the Regional Road Network through the use of proportionate share consistent with Section 163.3184, Florida Statutes, and Rule 9J-2.045, Florida Administrative Code.

Policy 5.1.6. For purposes of Policy 5.1.5, the minimum level of service standard for the Regional Road Network shall be as established in local government comprehensive plans.

Policy 5.1.7. All proportionate share funds generated by anticipated significant and adverse impacts to the Regional Road Network as a result of Developments of Regional Impact shall be used to make transportation modifications identified in the local government development order which benefit the Regional Road Network.

2. Coordination and Assistance

REGIONAL GOAL 5.2. Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

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