



Serving
Alachua • Bradford
Columbia • Dixie • Gilchrist
Hamilton • Lafayette • Madison
Suwannee • Taylor • Union Counties

2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

MEETING NOTICE

CLEARINGHOUSE COMMITTEE

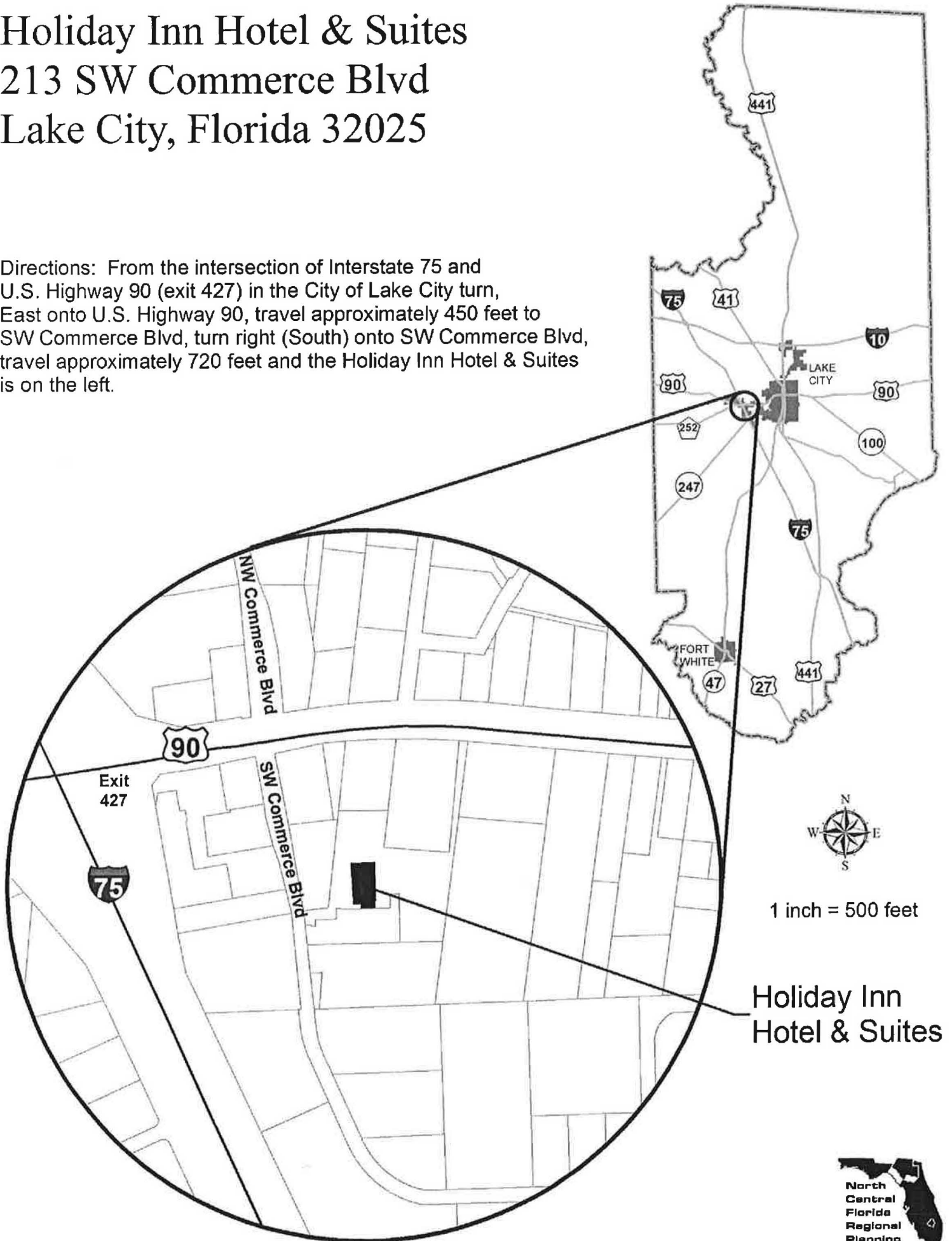
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **August 27, 2015**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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.



Holiday Inn
Hotel & Suites





Serving
Alachua • Bradford
Columbia • Dixie • Gilchrist
Hamilton • Lafayette • Madison
Suwannee • Taylor • Union Counties

2009 NW 67th Place, Gainesville, FL 32653 -1603 • 352.955.2200

AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

August 27, 2015
6:00 p.m.

PAGE NO.

- | | | |
|-----|--|-----------|
| I. | APPROVAL OF THE JULY 23, 2015 MEETING MINUTES | 5 |
| II. | COMMITTEE-LEVEL REVIEW ITEMS | |
| | <u>Comprehensive Plan Amendments</u> | |
| | #73 - Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 15-1ESR) | 9 |
| | #77 - City of Fanning Springs Comprehensive Plan Draft Amendment (DEO No. 15-1ESR) | 11 |

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

July 23, 2015
6:00 p.m.

MEMBERS PRESENT

Beth Burnam
Sandra Haas, Chair
James Montgomery, Vice-Chair
William Hunter
Patricia Patterson
Steven Witt

MEMBERS ABSENT

Jim Catron
Donnie Hamlin
Mike Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Haas at 6:03 p.m.

I. APPROVAL OF THE JUNE 25, 2015 MEETING MINUTES

ACTION: It was moved by Commissioner Patterson and seconded by Mr. Montgomery to approve the June 25, 2015 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #67 - City of Gainesville Comprehensive Plan Adopted Amendments (DEO No. 15-1ESR)
- #70 - City of High Springs Comprehensive Plan Adopted Amendment (DEO No. 15-1ER)
- #71 - City of Perry Comprehensive Plan Adopted Amendment (DEO No. 15-1ER)
- #72 - Madison County Comprehensive Plan Adopted Amendment (DEO No. 15-1ESR)

ACTION: It was moved by Mayor Witt and seconded by Commissioner Patterson to group these items for purposes of Clearinghouse Committee review. The motion carried unanimously.

Mr. Dopp stated that the staff reports find 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 Patterson and seconded by Mr. Montgomery to approve the staff reports as circulated. The motion carried unanimously.

#69 - Suwannee County Comprehensive Plan Draft Amendments (DEO No. 15-2ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, 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 Mayor Witt and seconded by Commissioner Patterson to:

1) Amend the staff report to state that Suwannee County item CPA 15-08 may result in significant adverse impacts to the Suwannee River Corridor as well and the North Central Florida Regional Ecological Greenway should the subject property be developed to its maximum allowable intensity of use and that the County should consider adding protective policies, such as buffers, to protect these Natural Resources of Regional Significance; and

2) Approve the staff report as amended.

The motion carried unanimously.

The meeting adjourned at 6:54 p.m.

Sandra Haas, Chair

8/27/15

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FL
Review Date: 8/27/15
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 73
Local Government: Suwannee County
Local Government Item No: CPA 15-01
State Land Planning Agency Item No: 15-1ESR

Date Mailed to Local Government and State Land Planning Agency: 8/28/15 (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 15-01 adds a new Rural Activity Center category to the County Future Land Use Element. The item also adds the following text to the Future Land Use Element Policy I.2.2. of the County Comprehensive Plan:

Rural Activity Center Designation

This land use designation is intended to encourage and allow for mixed use nodes of commercial uses, and agricultural-related commercial uses to meet the daily needs of residents in the Rural Area in order to reduce trips to the Urban Areas of the county for daily needs and services. Each individual Rural Activity Center should not exceed 10 acres in size. In order to minimize development impacts to the surrounding Rural Area, to the greatest extent possible, properties within the boundaries of a Rural Activity Center should be designed to provide shared access, obtain access from the lesser road class, and minimize impacts to the operations of the intersection, and compatibility concerns for the surrounding properties. The maximum Floor Area Ratio is 0.25. This land use designation is allowed in the Rural Area as designated in the County's Comprehensive Plan. Expansion of existing Rural Activity Center shall only be allowed on properties that are contiguous to the existing boundaries. New Rural Activity Centers should not be established closer than five (5) miles from the nearest boundary of an existing Rural Activity Center.

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

The amendment itself does not create any new or additional Rural Activity Centers. Therefore, although the County contains several roads which are identified as part of the Regional Road Network in the North Central Florida Strategic Regional Policy Plan, significant adverse impacts are not anticipated to the Regional Road Network as a result of the item. Similarly, although the County contains several Natural Resources of Regional Significance as identified and mapped in the regional plan, significant adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the amendment.

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

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

Request a copy of the adopted version of the amendment?

Yes _____ No _____
Not Applicable _____X_____

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

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

Regional Planning Council: North Central FL
Review Date: 8/27/15
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 77
Local Government: City of Fanning Springs
Local Government Item No.: CPA 15-01
State Land Planning Agency Item No.: 15-1ESR

Date Mailed to Local Government and State Land Planning Agency: 8/28/15 (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 City is amending 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. More specifically, the amends the text of the Land Use Element; the Transportation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; and the Public School Facilities Element; and the Future Land Use Plan Map Series of the City Comprehensive Plan (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 19/98/Alternate 27 and State Road 26. Nevertheless, significant adverse impacts are not anticipated to occur to the regional road network as a result of the amendment since it retains Minimum Level of Service Standards for these regional facilities. Additionally, the amendment does not result in any change in intensity or density of use. Finally, the amendment adds policies to the City Transportation Element 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 identified and mapped in the regional plan. The City is located adjacent to the Suwannee River Corridor as well as Fanning Springs State Park, both of which are identified and mapped as Natural Resources of Regional Significance in the regional plan. However, significant adverse impacts are not anticipated to occur to these Natural Resources of Regional Significance as a result of the amendment as it does not result in any change in intensity or density of use. Finally, the amendment includes a new objective and associated policies to protect Natural Resources of Regional Significance in a manner consistent with the goals and policies of the regional plan. The amendment also includes maps of Natural Resources of Regional Significance which are consistent with the mapped Natural Resources of Regional Significance contained in the regional plan (see attached).

**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**

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 incorporated areas of the City. 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 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.

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 City as a designated urban development area and the uses and density of such uses within this designated area.

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1 The City shall ~~adopt land development regulations by June 1, 1992 which~~ **shall** make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City.

Policy I.1.1 The City's ~~land development regulations~~ shall limit the location of higher density residential, high intensity commercial and heavy industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity.

Policy I.1.2 The City's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities:

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands.

Conservation uses shall be limited to public access, native vegetative community restoration and non-residential and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities).

Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture areas, and dwelling units; In addition, the processing storage and sale of agricultural products and commodities which are not raised on the premises, riding or boarding stables, commercial kennels, veterinary clinics and animal shelters, group homes, child care centers, home occupations, private clubs and lodges, off-site signs, cemeteries and crematories, and other similar uses compatible with agricultural uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio;

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

Policy I.12.1 The City's ~~land development regulations~~ shall include a provision which requires the developer to submit development plans for all proposed subdivision plats within the drainage basin of any designated priority water body shall be submitted to the Water Management District for review and comment as to the consistency of the proposed development with any approved management plans within such basin prior to development review by the City.

OBJECTIVE I.13 The City, ~~upon adoption of this Comprehensive Plan,~~ shall require the location of the following essential services, electrical transmission lines and substations, natural gas transmission lines and radio, telecommunication and television antennas and towers, owned or operated by publicly regulated entities, to be approved by the City Council. All other essential services, which are hereby defined to include and be limited to electrical distribution lines, water distribution lines and mains, sanitary sewer collection lines, force mains and lift stations, natural gas distribution lines and mains, telephone lines ~~and substations~~, and cable television lines shall be exempt from any City Approval and shall be permitted in any land use category. All public buildings and grounds, and public facilities not defined as an essential service herein and to be located outside of a public right-of-way or easement shall require an amendment to the Future Land Use Plan Map of designation as a public use.

Policy I.13.1 The City Council shall use the following criteria in considering for approval the following essential services; electrical transmission lines ~~and substations~~, natural gas transmission lines, and radio, telecommunications and television antennas and towers, owned or operated by publicly regulated entities:

1. No such essential service shall be sited within 500 feet of any single or multi-family residence, group living facilities, school or hospital, said distance to be measured from the centerline of the electrical and natural gas transmission lines, as constructed, or the fenced area of electrical substation. In addition, all radio and telecommunication towers shall also maintain the rated self-collapsing distance from any use listed above.

Policy I.13.2 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:

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

- 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.**
- 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.**

Words **bolded and underlined** have been added.
Words ~~**bolded and struck through**~~ have been deleted

II

~~TRAFFIC CIRCULATION~~ **TRANSPORTATION** ELEMENT

INTRODUCTION

A traffic circulation system which provides for the safe and efficient movement of people and goods is needed to support existing and future development. The purpose of this plan element is to identify the types, locations and extent of existing and proposed major thoroughfares and transportation routes in the City and establish a framework for making policy decisions in planning for future transportation needs. The data collected for this plan element and analysis of this data, contained in the Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for this portion of the Comprehensive Plan.

The ~~Traffic Circulation~~ **Transportation** Element is closely related to the Future Land Use Element. This is due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities, with more intensive land uses generating more traffic and requiring greater degrees of accessibility. Conversely, the transportation network affects land use in that access provided by transportation facilities (existing or proposed) influences the use of land located adjacent to these facilities.

In addition to the Future Land Use Element, the ~~Traffic Circulation~~ **Transportation** Element is coordinated and consistent with the remaining plan elements as required by the Local Government Comprehensive Planning and Land Development Regulation Act ~~and accompanying Chapter 9J-5, Florida Administrative Code~~. Further, the City's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

The following goal, objectives and policies of this plan element are intended to serve as the plan for traffic circulation needs. The objectives and policies herein provide a basis for addressing transportation needs within the City.

~~TRAFFIC CIRCULATION~~ **TRANSPORTATION** GOAL, OBJECTIVES AND POLICIES

GOAL II - PROVIDE FOR A ~~TRAFFIC CIRCULATION~~ **TRANSPORTATION** SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1 The City shall establish a safe, convenient and efficient level of service standard which shall be maintained for all roadways.

Policy II.1.1 Establish the Service Standards as noted below at peak hour for the following roadway segments within the City as defined within the **most recent version of the** Florida Department of Transportation ~~"1998 Level of Service Handbook"~~ **Quality/Level of Service Handbook** prepared by the Florida Department of Transportation, Systems Planning Office.

Words **bolded and underlined** have been added.
 Words ~~**bolded and struck through**~~ have been deleted

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	S. R. 26 (from City's north limits to S.R. 55/U.S. 19)	2-U	Florida Intrastate Highway Minor Arterial	Rural Highway Developed Community	C
2	State Road 55 / U.S. 19 (from City's west limits to City's south limits)	4-D	Florida Intrastate Highway Principal Arterial	Rural Highway Developed Community	C

U - Undivided roadway.

Policy II.1.2. The City's ~~land development regulations~~ shall **maintain include** provisions to control the number and frequency of connections and access points of driveways and roads to arterial and collector roads.

Policy II.1.3. The City's ~~land development regulations~~ shall require the provision of safe and convenient on-site traffic flow, which includes the provision for vehicle parking.

Policy II.1.4. The City's ~~land development regulations~~ shall, for any development which is required to provide a site plan or any development requiring platting, **include** requirements for additional right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.

Policy II.1.5 **In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. 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 II.2 The City shall, ~~by 1992~~, require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map.

Policy II.2.1 The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plan is not consistent with the provisions of the Future Land Use Plan Element.

OBJECTIVE II.3 The City shall, ~~by 1992~~, coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-Year Transportation Plan.

Policy II.3.1. The City shall, during the capital improvements planning process, review all proposed roadway improvements for consistency with the Florida Department of Transportation's 5-Year Transportation Plan.

OBJECTIVE II.4 The City shall provide for the protection of existing and future right-of-ways from building encroachment by establishing right-of-way setback requirements for all structures along new or realigned collector and arterial roadways ~~by 1992~~.

Policy II.4.1 The City's ~~land development regulations~~ shall ~~include~~ maintain provisions which require all structures along new or realigned collector or arterial roadways to provide additional setbacks for the future need of additional right-of-way.

Policy II.4.2 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.4.3 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.4.4 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.4.5 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.4.6 Adequate corner clearance shall be maintained at crossroad intersections with arterials.

Policy II.4.7 The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

Words **bolded and underlined** have been added.
Words ~~**bolded and struck through**~~ have been deleted

V

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 City's natural resources. The data collected for this plan element and analysis of this data, contained in the City'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.

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 designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, or protection of vegetative communities or wildlife habitats.

The Future Land Use Plan map addresses conservation future land use as defined above. The conservation future land use category shown on the Future Land Use Plan map identifies public lands which have been designated "conservation" for the purpose of protecting natural resources or environmental quality. At present, there are no conservation uses within the City. Therefore, until such time as there are publicly owned areas which are designated for the protection of a natural resource, this category, although listed, will not be shown on the Future Land Use Plan Map.

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

CONSERVATION GOAL, OBJECTIVES AND POLICIES

GOAL V - CONSERVE, THROUGH APPROPRIATE USE AND PROTECTION, THE RESOURCES OF THE CITY TO MAINTAIN THE INTEGRITY OF NATURAL FUNCTIONS.

OBJECTIVE V.1 The City's ~~land development regulations, by 1992~~ shall protect air quality through the appropriate siting of development and associated public facilities.

Policy V.1.1 The City's ~~land development regulations~~ 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 ~~Regulation~~ **Protection** are maintained in the City.

OBJECTIVE V.2 The City shall ~~include within the land development regulations, by 1992,~~ **maintain** provisions to provide for the conservation, use and protection of the quality and quantity of current and projected water sources, water recharge areas and potable water wells.

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

- Policy V.2.1 The City shall as part of the development review process require the coordination of development plans with the Florida Department of Environmental **Regulation Protection** and the Water Management District to assist in monitoring uses which may impact the City's current and projected water sources.
- Policy V.2.2 The City's ~~land development regulations~~ shall prohibit uses within or adjacent to the water resources of the City which would violate water quality anti-degradation rules established by the Florida Department of Environmental **Regulation Protection**.
- Policy V.2.3 The City shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands under the Conservation and Recreation Lands Program or Save Our Rivers Program.
- Policy V.2.4 The City'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 resource-based recreational activities within buffer areas.
- Policy V.2.5 The City shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy V.2.6 The City's ~~land development regulations~~ shall require all new development to maintain the natural functions of environmentally sensitive areas, including but not limited to wetlands and 100-year floodplains, so that the long term environmental integrity and economic and recreational value of these areas is maintained.
- Policy V.2.7 The City's ~~land development regulations~~ shall regulate 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.2.8 The City's ~~land development regulations~~ shall conserve wetlands by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within ~~Chapter 17-312, Rules the rules~~ of the Florida Department of Environmental **Regulation Protection**.
- Policy V.2.9 The City shall support the Water Management District in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.
- Policy V.2.10 The City shall comply with the plans of the Water Management District for the emergency conservation of water sources through assisting the Water Management District with public information programs for any water use restrictions in the case of water shortage.

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

- Policy V.2.11 The City's ~~land development regulations~~ shall require a 50-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow resource-based recreational activities within buffer areas.
- Policy V.2.12 The City shall, as part of the development review process, limit development to low density and non-intensive uses in prime aquifer recharge areas, designated by the Water Management District, in order to maintain the natural features of these areas.
- Policy V.2.13 The City shall as part of the development review process 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 City.
- Policy V.2.14 The City, prior to granting approval of a site and development plan, for construction or expansion shall require that all hazardous waste generators and facilities are duly permitted as required by Chapter 403, Florida Statutes, by the Florida Department of Environmental **Regulation Protection**. In addition, the City, prior to the issuance of a certificate of land development regulation compliance, shall require that all existing hazardous waste facilities or uses which generates hazardous waste show proof of such permit prior to a change in occupancy.
- OBJECTIVE V.3 The City shall include within the land development regulations for development review, provisions for the conservation, use and protection of soils, minerals, and native vegetative communities, ~~by 1992~~.
- Policy V.3.1 The City shall require within the land development regulations that any mining permit be coordinated with the Florida Department of **Natural Resources Environmental Protection** so that mineral resources are conserved and used appropriately.
- Policy V.3.2 The City shall review topographic, hydrologic and vegetative cover factors during the development review process in order to protect and conserve the natural functions of soils.
- Policy V.3.3 The City shall require within the development review process that multiple use of forest resources where appropriate, be required to provide for recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
- Policy V.3.4 The City shall cooperate with adjacent local governments and other governmental entities, research and interest groups to conserve and protect, from destruction by development activities, unique vegetative communities located within the City and adjacent local government jurisdictions.
- OBJECTIVE V.4 The City shall include within the site and development plan approval process, ~~by 1992~~, provisions for the location and use of screens and buffers to preserve wildlife and wildlife habitats.

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted

- Policy V.4.1 The City shall cooperate with the ~~Florida Game and Fresh Water Fish Commission~~ **Florida Fish and Wildlife Conservation Commission** in the monitoring and inventorying of wildlife and wildlife habitats within the City.
- Policy V.4.2 The City shall assist in the application and compliance with all Federal and state regulations which pertain to endangered and rare species.
- Policy V.4.3 The City shall consult with the ~~Florida Game and Fresh Water Fish Commission~~ **Florida 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.
- Policy V.4.4 The City shall cooperate with the Florida Department of ~~Natural Resources Protection~~ **Natural Resources Protection** in the inventorying and monitoring aquaculture activities within the City.
- Policy V.4.5 The City shall address, during the development review process, the mitigation of development activities within environmentally sensitive areas by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within ~~Chapter 17-312, Rules~~ **the rules** of the Florida Department of Environmental ~~Regulation~~ **Protection**.

OBJECTIVE V.5 **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.

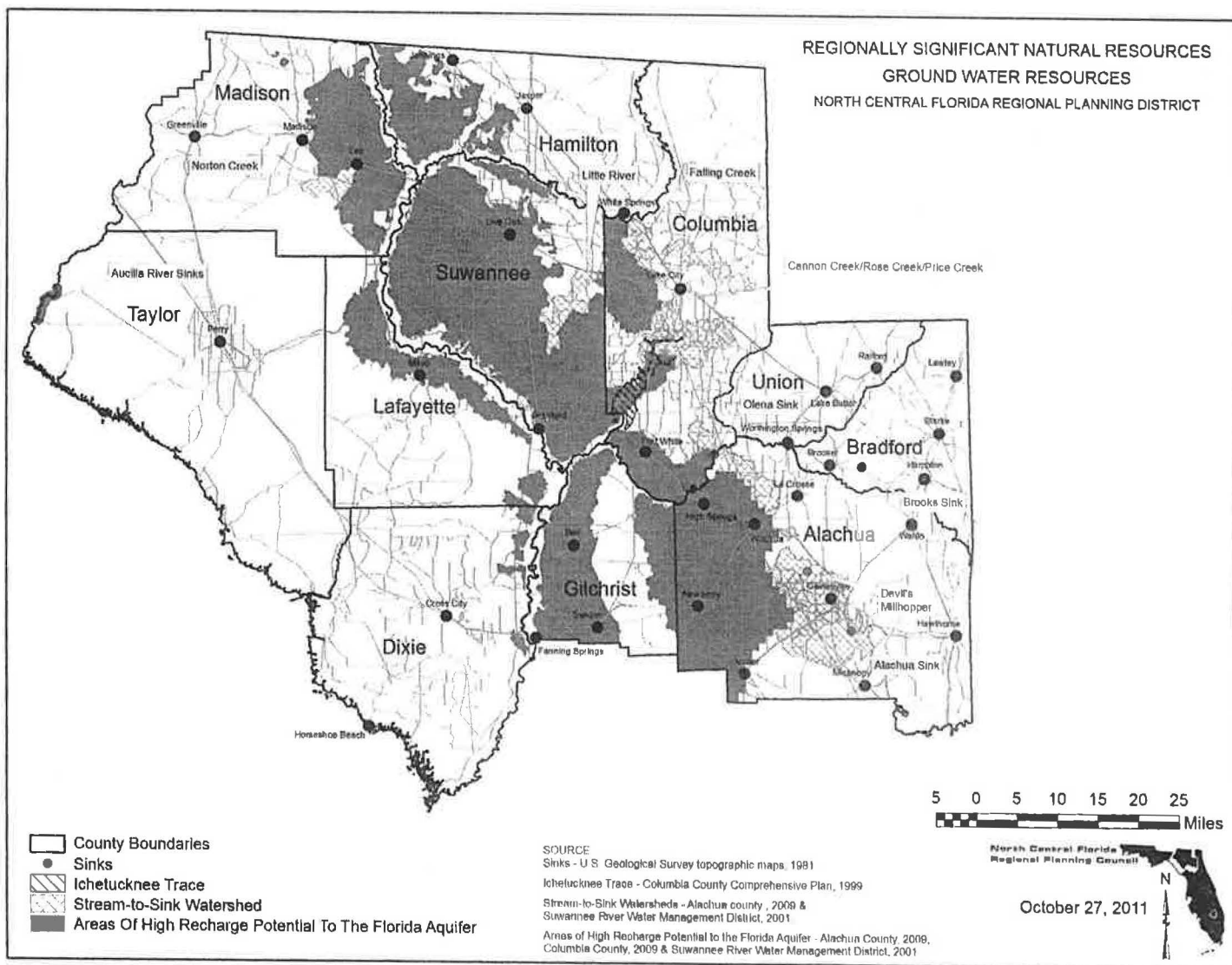
Policy V.5.1 **The map entitled Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.**

Words **bolded and underlined** have been added.
Words ~~**bolded and struck through**~~ have been deleted

- Policy V.5.2** **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 V.5.3** **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 V.5.4** **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 V.5.5** **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.**

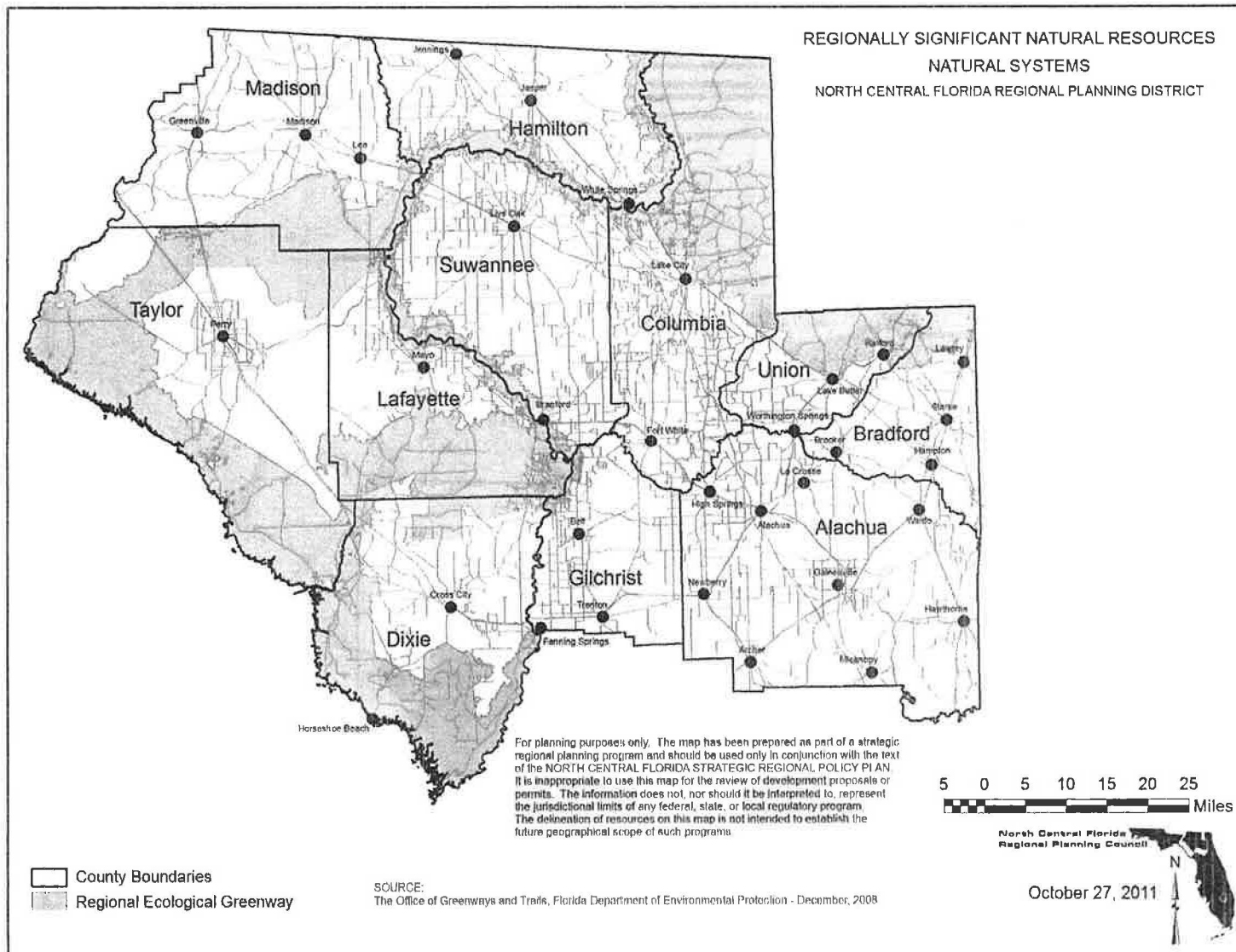
Words **bolded and underlined** have been added.
 Words **bolded and struck through** have been deleted

ILLUSTRATION A - XIVa
REGIONALLY SIGNIFICANT NATURAL RESOURCES
GROUNDWATER RESOURCES



Words **bolded and underlined** have been added.
 Words ~~bolded and struck through~~ have been deleted

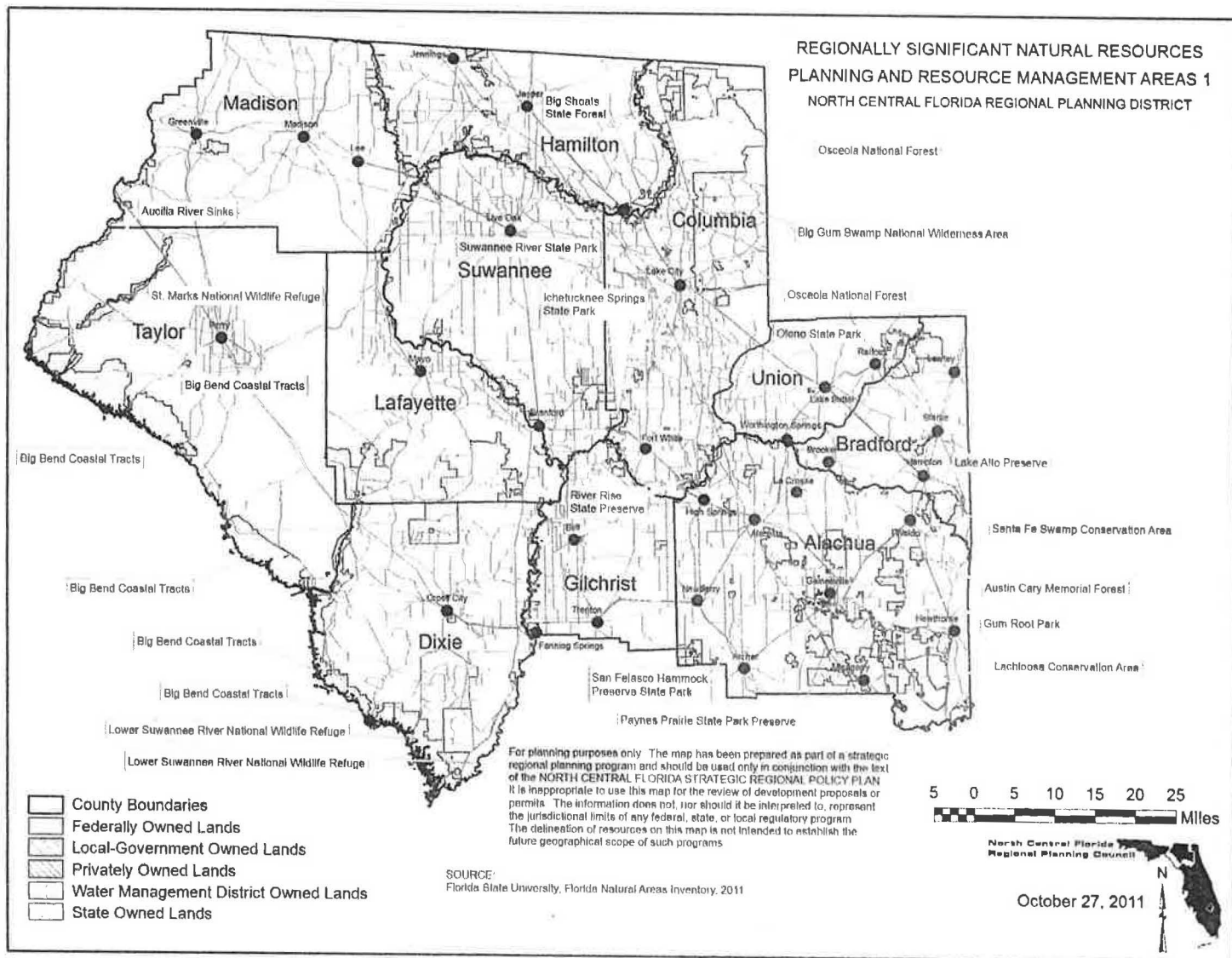
ILLUSTRATION A-XIVb
REGIONALLY SIGNIFICANT NATURAL RESOURCES
NATURAL SYSTEMS



W:\Kevin\SRPP2011\October_27_2011\NaturalSystems.mxd

Words **bolded and underlined** have been added.
 Words **bolded and struck through** have been deleted

ILLUSTRATION A-XIV
REGIONALLY SIGNIFICANT NATURAL RESOURCES
PLANNING AND RESOURCE MANAGEMENT AREAS I

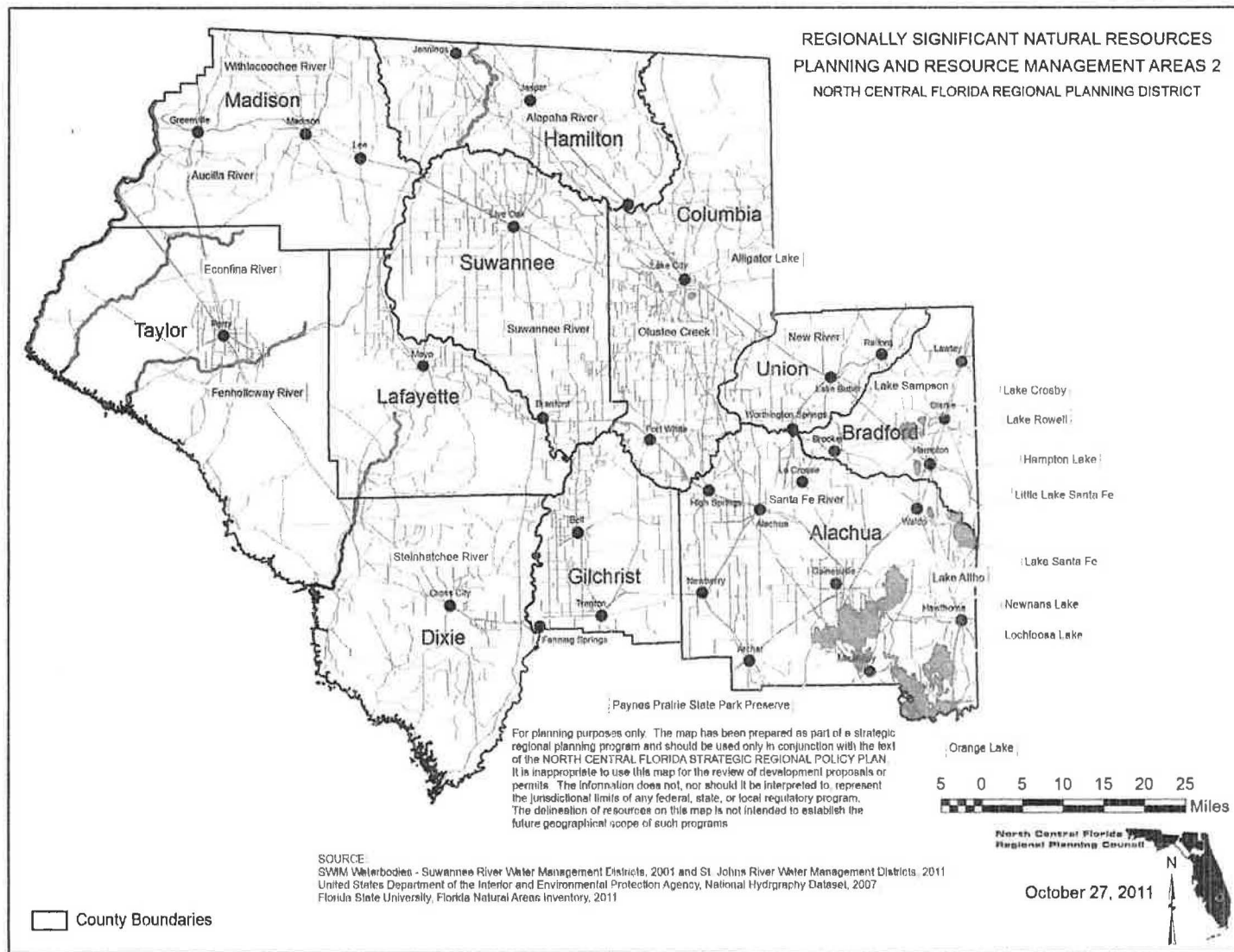


W:\Kevin\SRPP2011\October_27_2011\PlanningAndResourceManagement1.mxd

Words **bolded and underlined** have been added.
 Words **bolded and struck through** have been deleted

ILLUSTRATION A-XIV

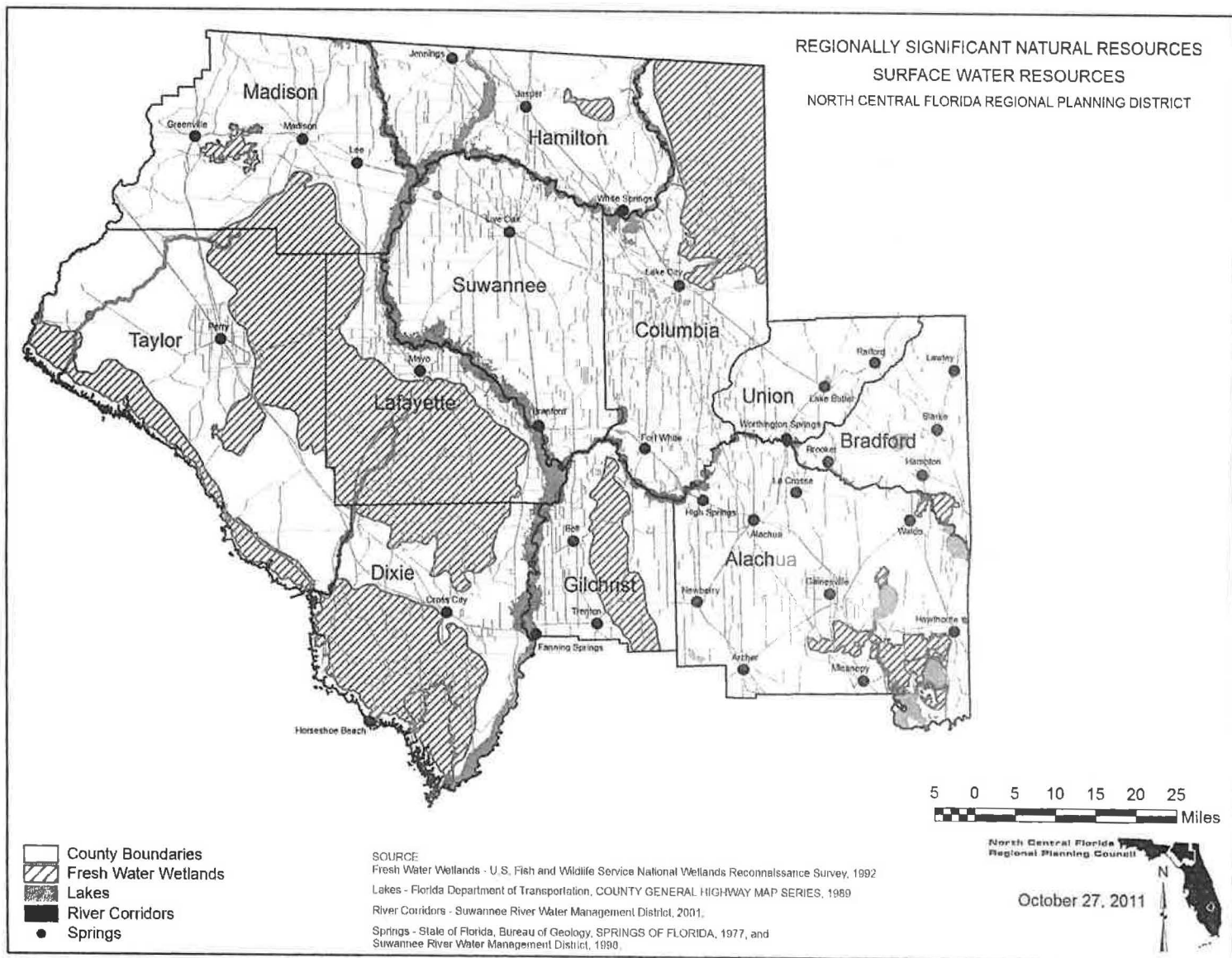
REGIONALLY SIGNIFICANT NATURAL RESOURCES PLANNING AND RESOURCE MANAGEMENT AREAS 2



W:\Kevin\SRPP2011\October_27_2011\PlanningAndResourceManagement2.mxd

Words **bolded and underlined** have been added.
 Words ~~**bolded and struck-through**~~ have been deleted

ILLUSTRATION A-XIVe
REGIONALLY SIGNIFICANT NATURAL RESOURCES
SURFACE WATER RESOURCES



W:\Kevin\SRPP2011\October_27_2011\SurfaceWaterResources.mxd

**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
352.955.2200

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



THIS PAGE LEFT BLANK INTENTIONALLY

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;

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

