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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

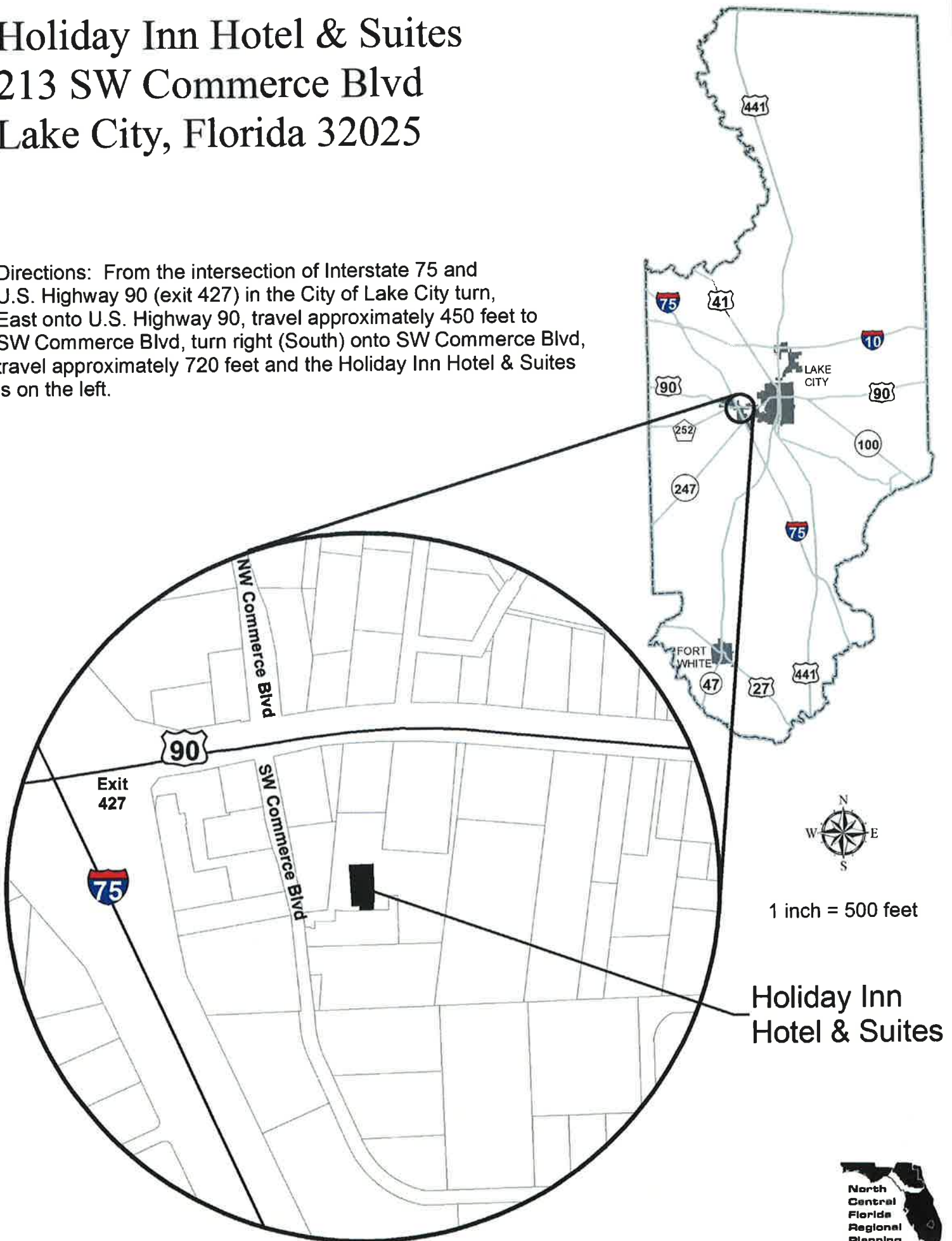
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **January 28, 2016**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

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





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

January 28, 2016
6:00 p.m.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

December 10, 2015
6:00 p.m.

MEMBERS PRESENT

Beth Burnam
Jim Catron
William Hunter
James Montgomery, Chair
Patricia Patterson
Randy Wells

MEMBERS ABSENT

Donnie Hamlin
Mike Williams
Stephen Witt

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Montgomery at 6:06 p.m.

Chair Montgomery requested that the following item received by the Council following the distribution of the meeting packet be added to the Committee agenda:

#20 City of Chiefland Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

ACTION: It was moved by Commissioner Patterson and seconded by Commissioner Catron to add item #20, City of Chiefland Comprehensive Plan Draft Amendment (DEO No. 16-1ESR), to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF THE OCTOBER 22, 2015 MEETING MINUTES

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Patterson to approve the October 22, 2015 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#13 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

#14 - City of Dunnellon Comprehensive Plan Adopted Amendment (DEO No. 15-1ESR)

#15 - City of Alachua Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

#16 - City of Ocala Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

#18 - City of Gainesville Comprehensive Plan Adopted Amendments (DEO No. 15-2ESR)

#19 - City of Fanning Springs Comprehensive Plan Adopted Amendment (DEO No.15-1ER)

#20 - City of Chiefland Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

The Committee agreed by consensus to group these items for purposes of Clearinghouse Committee review. Mr. Dopp stated that the staff reports find for all items except the City of Dunnellon item 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.

With regards to item 14, City of Dunnellon Comprehensive Plan Adopted Amendment, Mr. Dopp noted that the staff report finds that the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to regional facilities or adjoining local governments; however, the replacement of the 150-foot setback for lots of record prior to 2008 with a 25-foot setback may result in significant adverse impacts to these Natural Resources of Regional Significance. Mr. Dopp noted that the staff report recommends that setback be reduced to a width of 75 feet.

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

The meeting adjourned at 6:30 p.m.

James Montgomery, Chair

1/28/16

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FL
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No. 21
Local Government: Live Oak
Local Government Item No. CPA 15-2
State Land Planning Agency Item No. 16-ESR1

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment reclassifies 148.15 acres on the Future Land Use Map from Agriculture-2, Residential Low Density (less than or equal to 2.17 dwelling units per acres) as well as land with no land use designation to Recreation and Open Space (see attached).

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

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the regional plan. Nevertheless, significant adverse impacts are not anticipated to occur to this Natural Resource of Regional Significance as a result of the amendment as the amendment does not result in an increase in intensity or density of use.

The subject property is located within one-half mile of U.S. Highway 90, which is identified and mapped in the North Central Florida Strategic Regional Policy Plan as a Regional Facility. However, significant adverse impacts to the Regional Road Network are not anticipated as the amendment does not result in an increase in intensity or density of use.

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

Significant adverse extrajurisdictional impacts are not anticipated as a result of the amendment.

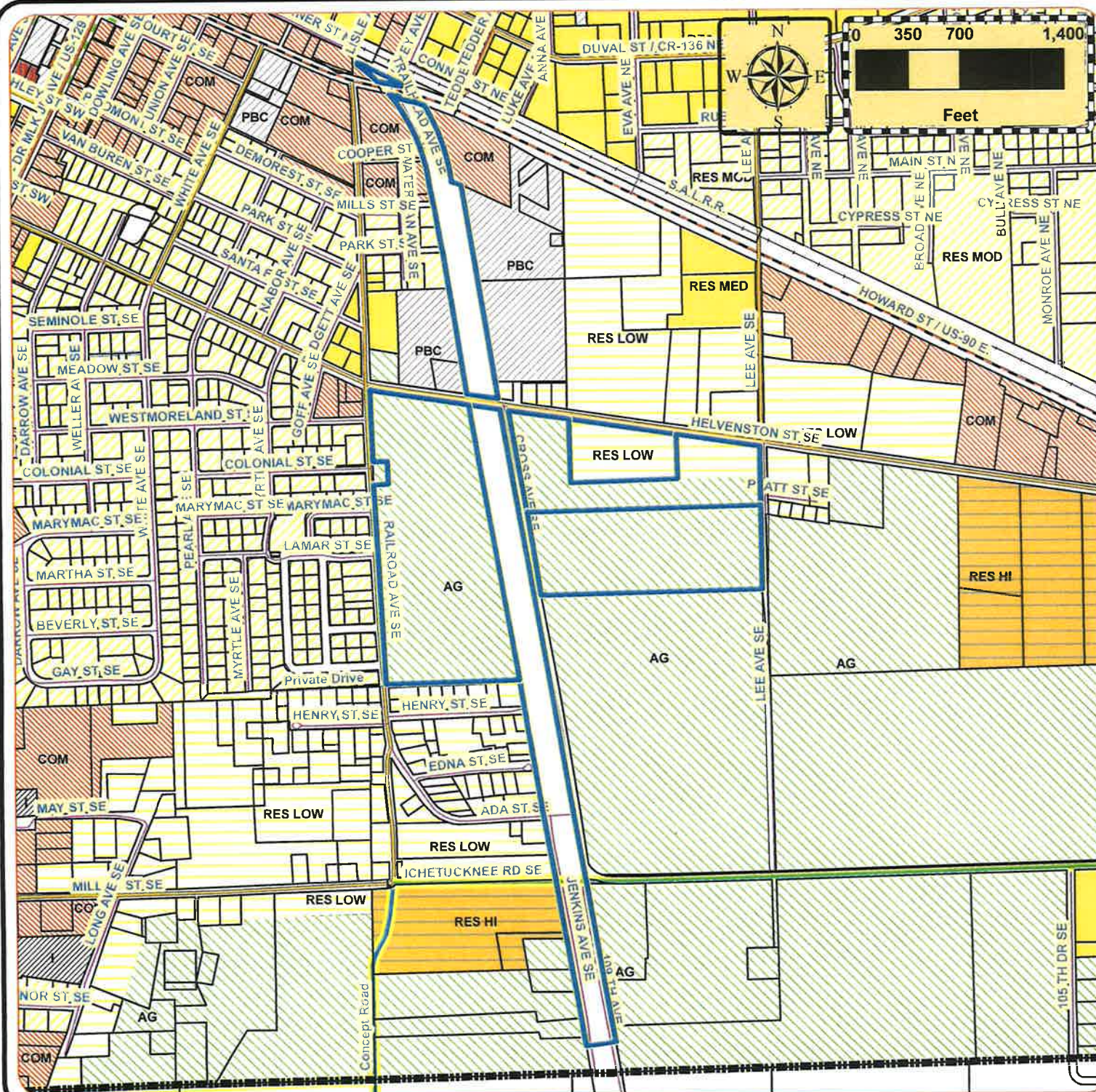
Request a copy of the adopted version of the amendment?

Yes X No

Not Applicable

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

CPA 15-2 Future Land Use Plan Map



Legend

- City Boundary
- Parcels
- Streets**
 - Local Streets
- Street Designation**
 - 2 Hour Parking Zones
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - New Funded Road
 - New Conceptual Road
- Future Land Use**
- City or County Future Land Use**
 - Com - Mixed
 - Stormwater
 - Central Downtown
 - Educational
 - AG1 (<= 1 d.u./5 acres) - Suw. County
 - AG2 (<= 1 d.u./2 acres) - Suw. County
 - AG (<= 1 d.u./5 acres)
 - Commercial (COM)
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation & Open Space
 - RES1 (<= 1 d.u./acre) - Suw. County
 - RES V-Low (<= 1 d.u./acre)
 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
 - RES Med (<= 8 d.u./acre)
 - RES Hi (<= 20 d.u./acre)

City of Live Oak - Planning & Zoning
GIS Mapping - Development Manager
George Curtis

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

January 28, 2016

Clearinghouse Item #22 - Federal Energy Regulatory Commission - Dockets Nos. CP15-17-00, CP15-16-00 and CD14-554-000 - Final Environmental Impact Statement for the Proposed Southeast Market Pipelines Project (Sabal Trail and Florida Southeast Connection Projects) - from Hamilton to Martin Counties, Florida (SAI #: FL20152217509C)

INTRODUCTION

Clearinghouse Item #22 consists of the Sabal Trail Natural Gas Pipeline Final Environmental Impact Statement. Comments are sought by the Florida State Clearinghouse under the Federal Coastal Zone Management Act.

PROJECT DESCRIPTION

The Applicant (Sabal Trail Transmission, LLC) has filed an application for the Federal Energy Regulatory Commission pursuant to Section 7 of the Natural Gas Act seeking Certificates of Public Convenience and Necessity to construct, own, operate and maintain an interstate natural gas transmission facility for which the preferred alternative transects the following north central Florida counties: Alachua; Gilchrist; Hamilton; Levy; Marion; and Suwannee (see attached maps).

The Environmental Impact Statement contains and analysis of environmental impacts of the project as well as analysis of the preferred route.

It concludes that the preferred route does not pose a significant risk to karst resources, springs, wetlands, or the Floridan Aquifer; minimal adverse impacts to wetlands, vegetation or listed species.

EVALUATION

The preferred route bisects numerous Natural Resources of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. In particular, it bisects the Suwannee River Corridor, the Santa Fe River Corridor and Wacassassa Flats. It is recommended that the Federal Energy Regulatory Commission approve the preferred alternative with the condition that the route follow existing rights-of-way and collocate with existing linear utilities to the maximum extent feasible.

RECOMMENDATION

It is recommended that these findings be forwarded to the Florida Department of Environmental Protection.

EXCERPTS FROM
DOCKET NOS. CP15-17-00, CP15-16-00 AND CD14-554-000

Sabal Trail Transmission Project

Sabal Trail offers the unique opportunity for moving reliable, abundant, onshore natural gas supplies to expanding power generation and distribution markets in Alabama, Georgia and Florida

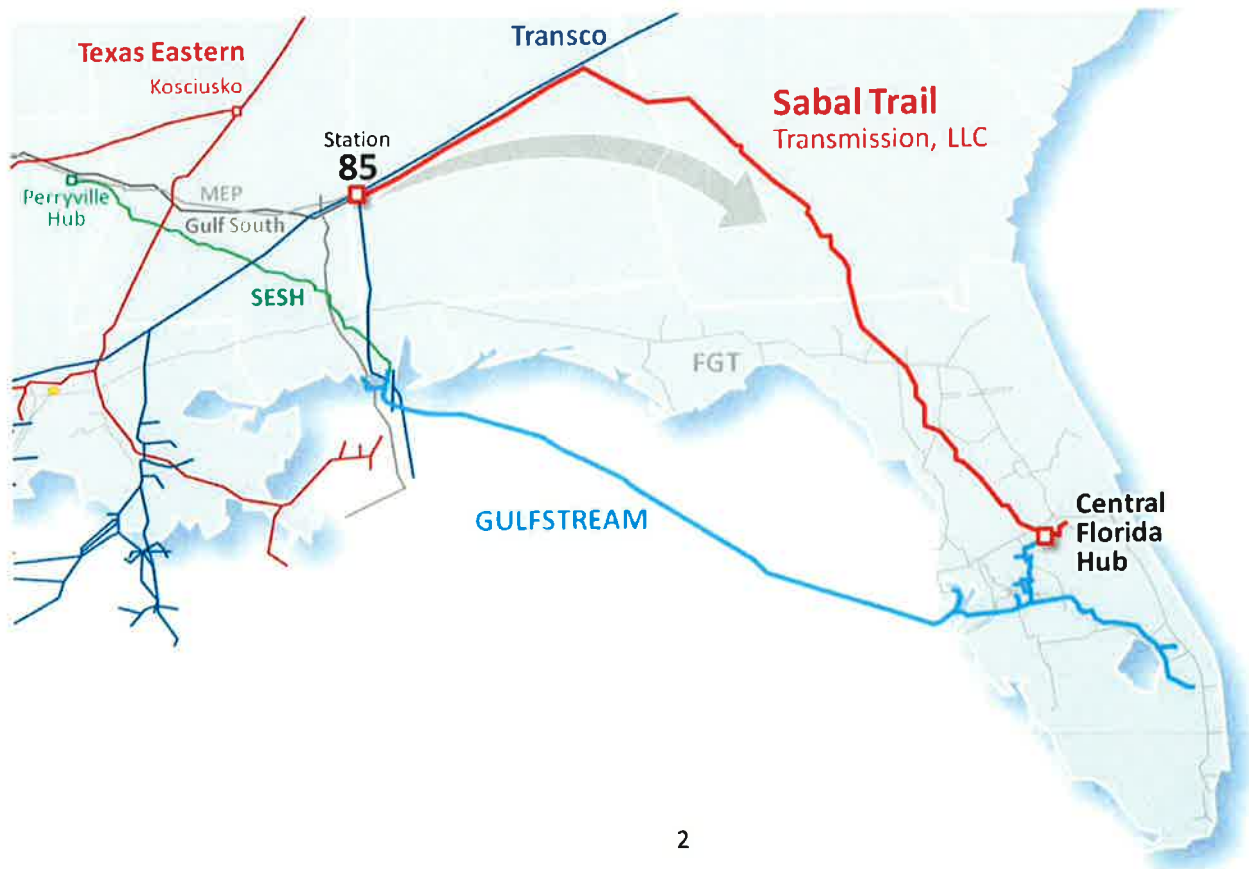
Sabal Trail Transmission, LLC (Sabal Trail), a joint venture between affiliates of Spectra Energy Corp and NextEra Energy, Inc., is constructing a new natural gas pipeline that will access the abundant reserves of various regions of the U.S. This new, independently routed pipeline system will provide the reliability, flexibility and safe operations demanded by the electric generation, distribution and end use markets in Alabama, Georgia and Florida. The Sabal Trail pipeline will originate in southwestern Alabama with supply access to Transcontinental Gas Pipe Line Company, LLC's (Transco) Station 85, including its Zone 4 Pool, Midcontinent Express Pipeline, LLC (MEP) and Gulf South Pipeline Company, LP (Gulf South). The new pipeline will terminate at a new Central Florida Hub south of Orlando, FL, where it will complement the existing pipeline grid with interconnections to the two existing natural gas pipelines that currently serve peninsular Florida (Gulfstream Natural Gas System, L.L.C. (Gulfstream) and Florida Gas Transmission Company, LLC (FGT)) and with a new proposed pipeline, Florida Southeast Connection, LLC. The proposed Sabal Trail route will allow natural gas users in the region to diversify access to available natural gas supplies and increase the overall reliability of the southeast natural gas transportation network, reduce reliance on offshore sources and lessen the vulnerability to fuel supply interruptions that can occur in the Gulf of Mexico region during severe tropical weather.

In December 2012, Florida Power & Light Company (FPL) issued a request for proposals for new natural gas transportation service from a northern pipeline extending from Transco Station 85 in Alabama to a new market hub in central Florida (Central Florida Hub) and from a second, southern pipeline that would connect from the Central Florida Hub to FPL's operations in southeastern Florida. Sabal Trail was selected for the northern project.

FPL is a foundation shipper for the Sabal Trail project. With this open season, Sabal Trail invites other parties interested in obtaining firm capacity to submit a Non-Binding Nomination Form. This non-binding open season will run from August 26, 2013 to September 25, 2013. The scheduled service commencement date for the Sabal Trail project is May 1, 2017.

Project Description

Sabal Trail provides more than 1 billion cubic feet per day of firm transportation service from receipt points at Transco's Station 85 in Choctaw County, Alabama to delivery points across Alabama, Georgia and Florida. Through a mainline transportation capacity lease on Transco, Sabal Trail will provide shippers with access to economical natural gas supplies at primary receipt points with Transco (Zone 4 Pool), MEP and Gulf South, allowing access to conventional and growing shale basins in the Gulf of Mexico, Gulf Coast, Mid Continent and Northeast regions, and with firm



capacity from Transco's Station 85 to Sabal Trail's new greenfield pipeline. The capacity leased from Transco will be used by Sabal Trail to provide seamless nominations through Sabal Trail's electronic bulletin board (EBB) and service under Sabal Trail's FERC Gas Tariff. All parties that execute a binding precedent agreement for Sabal Trail capacity as part of this Open Season will have the Transco Zone 4 Pool, MEP and Gulf South as primary firm receipt points. The new Sabal Trail infrastructure will be comprised of (i) approximately 465 miles of 36-inch high pressure pipeline commencing at Transco's mainline system in Tallapoosa County, Alabama, crossing southwestern Georgia, and terminating at the Central Florida Hub in Osceola County, Florida; (ii) approximately 15 miles of 36-inch high pressure pipeline connecting Sabal Trail's Mainline to FGT's East Mainline Leg in Orange County, Florida; (iii) compressor stations located at strategic locations along the pipeline route, insuring reliable, high pressure delivery service; and (iv) various new interconnects including, but not limited to, bi-directional meters with FGT in Suwannee and Orange Counties, Florida and with Gulfstream in Osceola County, Florida, and a delivery meter with Florida Southeast Connection.

Project Rates

Rates will be determined at the conclusion of the Non-Binding Open Season and are dependent on the scope and final facilities required to satisfy the firm service requests for shippers who are awarded capacity and who have executed binding Precedent Agreements. Shippers will have the ability to choose to pay the project's applicable cost-based recourse rates for service on the Sabal Trail Project or to pay a mutually agreeable negotiated rate for such service. In addition to the transportation rates, shippers will be subject to fuel charges based on the scope and final facilities required to satisfy the firm service requirements of those shippers who have executed binding Precedent Agreements. Initial indicative fuel rates will be determined after the close of this Open Season.

Non-Binding Open Season Nomination Process

During the Non-Binding Open Season period (August 26, 2013 to 5:00 p.m. eastern time, September 25, 2013) interested parties may submit a Non-Binding Nomination Form which specifies the desired MDQ in dekatherms for Sabal Trail delivery points, the desired contract term of service (minimum of 25 years), the desired delivery point(s) and the desired commencement date. Parties that submit conforming bids and that execute a mutually agreeable precedent agreement for an MDQ of at least 200,000 Dth/d will be considered foundation shippers in the project. Foundation shippers may receive certain rate and rate-related benefits that are not available to non-foundation shippers. The Non-Binding Nomination Form is included in this package. The completed form must be executed by a duly authorized representative and mailed or faxed, to Sabal Trail's offices at:

2701 N. Rocky Point Drive, Suite 1050
Tampa, FL 33607
Attn: Josh Browning

jhbrowning@spectraenergy.com

The fax number is 813-289-4438

Sabal Trail reserves the right to reject any Non-Binding Nomination Form that is not received on or before 5:00 p.m. eastern time on September 25, 2013. Any party that has already entered into a binding precedent agreement with Sabal Trail does not need to submit a nomination form as part of this Open Season.

Contracting for Service

After the close of the Non-Binding Open Season, Sabal Trail will evaluate all valid requests for service as set forth in the Non-Binding Nomination Forms. A representative will contact all parties who have submitted valid requests in order to discuss preliminary project rates for the nominated transportation services and to commence negotiations regarding a precedent agreement for service as part of the project. To the extent that shippers execute precedent agreements that subscribe capacity in excess of the project capacity, project capacity will be allocated first to foundation shippers and next to non-foundation shippers on a not unduly discriminatory basis. If excess capacity exists in the project following Sabal Trail's negotiations with parties who submitted requests in this Non-Binding Open Season, Sabal Trail will continue negotiating with potential shippers for capacity as part of the project on a first-come, first-served basis.

Limitations and Reservations

Sabal Trail may, but is not required to, reject any and all bids that do not satisfy the requirements set forth in this Non-Binding Open Season Notice. Without limiting the foregoing, Sabal Trail may, but is not required to, reject any request for service in which the Non-Binding Nomination Form is incomplete, is inconsistent with the terms and conditions outlined in this Non-Binding Open Season Notice, contains additional or modified terms, or is otherwise deficient in any respect. Sabal Trail also may, but is not required to, reject requests for service in the event requesting parties are unable to meet applicable creditworthiness requirements. No request for service shall be binding unless and until duly authorized representatives of both a requesting party and Sabal Trail have executed binding precedent agreement(s). These procedures and this brochure are informational marketing documents. No contractual relationship is established between Sabal Trail or any of its affiliates and any party by the information contained herein.

Communications

Interested parties may contact Josh Browning at 813-282-6602 to discuss any questions or to seek additional information about this Non-Binding Open Season.

3. adding reliability to the natural gas transmission grid in central and southern Florida that is currently served by two existing natural gas pipelines that are at or near capacity.

For the foregoing reasons, Sabal Trail respectfully submits that granting the authorizations requested herein is required by the public convenience and necessity.

In summary, the Project satisfies the Commission's Certificate Policy Statement, and is consistent with the Commission's economic, competition and environmental goals. As described in detail in this Application and in accompanying exhibits, the Project benefits far outweigh the Project's potential adverse impacts, which have been or will be significantly mitigated through Sabal Trail's efforts, as described in this Application. Accordingly, the Project meets the standards of the Certificate Policy Statement, is in the public interest, and is required by the public convenience and necessity.

VI. ENVIRONMENTAL IMPACT

The environmental impacts of the Sabal Trail Project are being reviewed by the Commission Staff as part of the environmental impact statement being prepared for the planned Southeast Market Pipelines ("SMP") Project.²⁵ The SMP Project includes three separate, but connected, natural gas transmission pipeline projects—the Sabal Trail Project; FSC's Florida Southeast Connection Pipeline Project, the downstream interconnecting pipeline; and Transco's Hillabee Expansion Project that will provide the

²⁵ Notice of Intent to Prepare an Environmental Impact Statement for the Planned Southeast Market Pipelines Project, Request for Comments on Environmental Issues, and Notice of Public Scoping Meetings, Docket Nos. PF14-1-000, PF14-2-000 and PF14-6-000 (Feb. 18, 2014); Supplemental Notice of Intent to Prepare an Environmental Impact Statement for the Planned Southeast Market Pipelines Project, and Request for Comments on Environmental Issues Related to New Alternatives Under Consideration, Docket No. PF14-1-000 (Oct. 15, 2014).

capacity for the Transco Lease. Accordingly, Sabal Trail is participating in the single NEPA review process for the SMP Project and working with the Commission Staff and other applicable agencies to provide all of the potential environmental impacts and associated proposed mitigation measures for the proposed Sabal Trail Project.

Sabal Trail's Resource Reports included herewith as Exhibit F-1 provide the information necessary for the Commission to process an environmental analysis of the Sabal Trail Project together with the other two projects, as required by NEPA, 42 U.S.C. §§ 4321-4370d. The Resource Reports were prepared pursuant to Part 380 of Commission's regulations, 18 C.F.R. § 380.12, and developed through participation by Sabal Trail in the Commission's pre-filing process in Docket No. PF14-1-000. In the pre-filing proceeding, the Commission's Staff had an opportunity to begin the process of conducting its environmental analysis of the Sabal Trail Project. As discussed herein, multiple other interested parties have had an opportunity to submit comments on the Project to FERC and to review the public filings of the draft Resource Reports. These comments, to the greatest extent practicable, have been incorporated into the Project design and siting, and thereafter into the final Resource Reports.

As the Resource Reports show, the environmental impacts associated with the construction of the Sabal Trail Project can be adequately mitigated. Sabal Trail has incorporated the Commission's *Upland Erosion Control, Revegetation and Maintenance Plan* and *Wetland and Waterbody Construction and Mitigation Procedures* (May 2013 versions of both) into the Erosion and Sedimentation Control Plan to be used in this proposal. In addition, Sabal Trail will incorporate standard environmental mitigation measures into its construction specifications.

The Resource Reports demonstrate that (i) any adverse impacts associated with the Sabal Trail Project can be adequately mitigated or avoided, (ii) the proposed action is the best alternative, (iii) short-term use of the environment will not conflict with the long term productivity, and (iv) significant resources will not be irreversibly or irretrievably lost due to construction activities. Under these circumstances, approval of the proposed facilities described herein will not be a major federal action significantly affecting the quality of the human environment.

The Sabal Trail Project will be constructed in accordance with applicable environmental permits, approvals and regulations. Sabal Trail is committed to minimizing the environmental impact of the Project and to reclaiming all disturbed areas to a consistently high standard, regardless of ownership. The construction activities are not anticipated to have any significant adverse effects on residents or industrial areas and the impacts to public, recreational or scenic areas, as well as vegetation, wildlife and cultural resources will be limited. Sabal Trail will employ Environmental Inspectors during construction to ensure that all operations are in compliance with applicable federal and state environmental permits and regulations. The presence of an on-site Environmental Inspector will assist in assuring that all construction is undertaken in accordance with the conditions included in the Commission's certificate order.

In accordance with the Commission's requirements, Sabal Trail has evaluated ambient and Project noise levels associated with the Project facilities, assessed impacts, and proposed mitigation measures that can be implemented, if necessary, to ensure that noise levels comply with FERC and state noise standards. Construction and operation emissions associated with the new compressor stations will comply with all applicable air

quality regulations. In this regard, air quality impacts from operation of the proposed compressor stations will be minimized by the use of equipment, emissions controls and operating practices.

Energy Efficiency and Waste Heat Recovery

In light of the Commission's interest in integrating alternative environmentally-friendly measures, Sabal Trail reviewed the commercial and technical viability of installing and operating waste heat recovery facilities on its system, as detailed in Resource Report No. 9 contained in Exhibit F-1. Waste heat to power is the process of capturing heat discarded by an existing industrial process and using that heat to generate power. Sabal Trail has determined that it is not economically feasible at this time to install heat recovery systems to the proposed compressor exhaust stacks and convert the waste heat into electric power. Sabal Trail researched the total costs associated with designing, permitting, constructing, and operating and maintaining a waste heat recovery system at each of the proposed compressor stations and compared these costs to the value of the estimated electric power that could be generated and sold back to the local utility. The comparison resulted in waste heat recovery generating costs substantially greater than the power sales cost estimate. Accordingly, it is not economically feasible to install waste heat recovery systems at any of the proposed compressor stations. However, even though Sabal Trail is not proposing the installation of any waste heat facilities at this time, Sabal Trail will not preclude the installation of waste heat recovery facilities on its system as conditions may change over time.

Volume III as privileged because it contains cultural resource location information, landowner information, and portions of agency correspondence from Exhibit F-I, confidential hydraulic flow models supporting Exhibits G through G-II, and the Transco Lease from Exhibit Z-1. Sabal Trail requests privileged treatment for this volume and has marked it “Contains Privileged Information—Do Not Release.” With respect to the confidential hydraulic models supporting Exhibits G through G-II, Sabal Trail also requests privileged treatment as CEII.

XIX. CONCLUSION

The Sabal Trail Project will create approximately 1,075,000 Dth/d of needed new natural gas transportation capacity for Sabal Trail’s shippers. The Project will provide the Florida and the southeastern United States markets with access to growing natural gas supplies, increase the overall reliability of the region’s natural gas transmission grid, reduce reliance on offshore supply sources and lessen vulnerability to supply disruptions that can result from severe weather in the Gulf of Mexico.

NAME: SABAL TRAIL TRANSMISSION, LLC
DOCKET NO.: CP15-____-000
PROJECT: SABAL TRAIL PROJECT
PROJECT YEAR: 2017-2021 ALL PHASES (1-3)

SUMMARY COST OF FACILITIES - ALL PHASES (1-3)

DESCRIPTION	TOTAL
COMPRESSION	\$ 390,754,105
PIPELINE	\$ 2,268,254,757
M & R	\$ 55,465,335
AFUDC	\$ 340,218,198
SUB TOTAL	\$ 3,054,692,395
Escalation	\$ 165,548,830
PROJECT TOTAL	\$ 3,220,241,225

Project Milestones - Phase I*	Estimated Completion Date
Engineering Contracts Executed	August 2013
Enter FERC Pre-filing process	November 2013
FERC Application Filed	November 2014
Non FERC Federal Applications Filed	November 2014
Execution of Pipe Contract(s)	December 2014
Execution of Compressor Contract(s)	January 2015
Granted FERC 7(c) Certificate	December 2015
Construction Contracts Executed	January 2016
Granted Non FERC Federal Authorizations	May 2016
ROW access authorized	May 2016
Major Equipment Deliveries	May 2016
Interconnection Agreements Executed	May 2016
All Authorizations Required to Start Construction Issued	May 2016
Construction Starts	June 2016
Expected Commencement Date (Mainline)	May 2017
Expected Commencement Date (Lateral(s))	October 2017
<i>*These are major project milestones and do not include or encompass local, building and/or other non-major Federal or state permits that are in the normal course applied for and received during the construction process.</i>	



Sabal Trail Project
Docket No. CP15-__
Exhibit F
Location of Facilities
Alabama, Georgia & Florida

DWG NO: 1657-PL-DG-70075-100

SH: 1 of 1

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

Regional Planning Council: North Central FI
Review Date: 1/28/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 41
Local Government: Alachua County
Local Government Item No: CPA 03-15
State Land Planning Agency Item No: 15-2ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (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 item amends Objective 6.4 and related policies of the Future Land Use Element to streamline procedural requirement for delineation of Rural Cluster boundaries, making special area plans optional; clarifying the purpose of optional special area plans for Rural Clusters; clarifying the criteria relating to the size and scale of commercial uses to ensure consistency with existing land uses in Rural Clusters; providing for the establishment of development regulations to preserve the existing character of Rural Clusters; also amending Policy 7.1.28 in the Implementation section of the Future Land Use Element to clarify the general purpose of special area plans (see attached).

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

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

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

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

Request a copy of the adopted version of the amendment?

Yes _____ No _____
Not Applicable _____X_____

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COMMISSION
OF THE COUNTY OF ALACHUA, FLORIDA:

SECTION 1. **Text Amendments.** That Objective 6.4 and subsequent policies,
Policy 3.11.1, and Policy 7.1.28 of the Future Land Use Element of the Alachua County
Comprehensive Plan 2011-2030, be amended as follows:

OBJECTIVE 6.4 - RURAL CLUSTERS

Rural Clusters are ~~small~~ historic rural settlements outside of ~~an~~ the urban cluster. These clusters
serve as a focus for an existing rural community. They generally lack public services and facilities
identified as necessary for more intense urban development. Policies and related development
regulations for Rural Clusters shall preserve their existing rural character, ensure compatibility
with the surrounding Rural/Agriculture areas, and protect the historic and natural resources which
make these communities unique. The following communities are designated as Rural Clusters:

- Cross Creek
- Evinston
- Campville
- Grove Park
- Rochelle
- Windsor
- Lochloosa
- Island Grove
- Orange Heights
- Melrose
- Earleton
- Hague
- Santa Fe

Policy 6.4.21 The County shall initiate proposed Comprehensive Plan amendments to delineate
parcel-based boundaries for Rural Clusters on the Future Land Use Map based on the following
guidelines in (a) through (e). Until such time as those boundaries have been delineated, the
guidelines in (a) through (e) shall be used to determine how the Rural Cluster land use designation

and related policies apply to individual properties. ~~The Rural Clusters identified in Policy 6.4.4 are generally depicted on the Future Land Use Map. The boundaries of these Rural Clusters shall be updated as part of an evaluation of the designated Rural Clusters based on the sub-area planning process identified in Policy 6.4.5. The following guidelines shall be used in evaluating the boundaries of a rural cluster:~~

- (a) Rural Clusters shall generally include developed areas approximately 1/2 mile from the easily discernible focal point of the cluster. The focal point is usually the intersection of two rural roads or some other prominent feature around which the community seems to be centered.
- (b) The cluster shall be construed as containing all of the developed areas and undeveloped infill areas, but not undeveloped land beyond the extent of developed areas.
- (c) For the purposes of these guidelines, developed areas include areas with commercial uses, non-farm residential areas where lot sizes are generally below five acres, and usually below one acre, and other specialized uses not normally found in a rural setting.

Platted, undeveloped subdivisions or other pre-existing developments where densities are higher than one unit per acre should be included, even if not developed, provided that the various lots or parcels are largely in different ownerships. The extent of non-conformity of these lots or parcels from County setback, access, and other regulations shall be considered in determining Rural Cluster boundaries.
- (d) The cluster may contain open space or conservation areas if these areas can be logically included given the other standards listed above. Such areas in the cluster shall be consistent with policies in the Conservation and Open Space Element.
- (e) Consideration may be given to natural features (including otherwise defined open space or conservation areas) or man-made features (such as jurisdictional boundaries, highways, railroads, or distinctive land use areas) that help form a logical boundary.

Policy 6.4.12 Residential Development ~~within the Rural Clusters may be permitted with lot sizes of one acre or greater for development on private wells and septic tanks, or on lots as small as one-half acre for development on a central water system, consistent with Potable Water/Sanitary Sewer Element Policy 2.1.3.1 and Conservation and Open Space Element Policy 4.5.5(f). Limited support commercial and support institutional land uses, appropriately designed, located, and sealed to serve the cluster market may also be considered.~~

Policy 6.4.3 Commercial or institutional development may be permitted within a rural cluster, subject to the following standards:

143 (a) Commercial uses shall be limited to rural support services, retail sales, or personal
144 services intended to serve the immediate population (such as farm implement sales,
145 grocery stores, veterinarian services or clinics to serve the rural and farming community,
146 pharmacies, or medical or dental offices, hospitality industries uses supportive of
147 agritourism and heritage tourism activities, or co-operative or farmers markets to promote
148 the sale of locally grown products).

149 (b) There shall be a maximum of up to 30,000 square feet of total commercial floor area for
150 each Rural Cluster such uses. The amount of commercial development appropriate for
151 any Rural Cluster should be relative to the population being served. The size and scale of
152 new commercial development or redevelopment shall be consistent with the size and
153 scale of the existing land uses in the Rural Cluster.

154 ~~Performance standards shall be established to require integration of non-residential~~
155 ~~development within the rural area, including site and building design measures such as~~
156 ~~provision of open space, landscaping and buffering, parking lot design, building massing~~
157 ~~and scale, and limitations on signage and lighting, to produce development that is~~
158 ~~compatible with surrounding rural land uses.~~

159 (c) ~~The non-residential~~ Any new commercial land uses shall be located at the focus or center
160 of the Rural Cluster, near the intersection of major roadways.

161 (d) There shall be an interconnected, paved and internal traffic circulation system on
162 dedicated local roads, and minimal development impacts on rural collector and arterial
163 roads.

164 (e) Industrial development shall not be allowed.

165 (f) Institutional land uses may be permitted in accordance with Section 5.0 of the Future
166 Land Use Element.

167
168 **Policy 6.4.4** ~~The following communities are the rural clusters:~~

- 169 (a) ~~Cross Creek~~
- 170 (b) ~~Evinston~~
- 171 (c) ~~Campville~~
- 172 (d) ~~Grove Park~~
- 173 (e) ~~Rochelle~~
- 174 (f) ~~Windsor~~
- 175 (g) ~~Lochloosa~~
- 176 (h) ~~Island Grove~~
- 177 (i) ~~Orange Heights~~
- 178 (j) ~~Melrose~~

(k) ~~Earleton~~

(l) ~~Hague~~

(m) ~~Santa Fe~~

Policy 6.4.4 Zoning and development standards shall be established in the Unified Land Development Code to implement the objective and policies for Rural Clusters. Such standards shall include provisions for integration of any new non-residential development with existing uses in the Rural Clusters, including site and building design measures such as provision of open space, landscaping and buffering, parking lot design, building massing and scale, and limitations on signage and lighting, to produce development that is compatible with the surrounding rural land uses.

Policy 6.4.5 The County shall consider the development of special area plans for Rural Clusters, where necessary to address unique needs and circumstances that are not addressed through the generally applicable Comprehensive Plan policies. Any special area plans for Rural Clusters shall:

- a) Incorporate the community's vision and goals
- b) Protect the historic rural character of the community
- c) Ensure compatibility of the Rural Cluster with the surrounding 'Rural/Agriculture' areas
- d) Enhance the community's livability
- e) Consider the need for community amenities
- f) Protect natural resources
- g) Explore opportunities for nature-based and heritage tourism
- h) Consider opportunities to link Rural Clusters through the use of nature trails, bikeways, etc.

~~As part of the evaluation and update of the designated Rural Clusters the county shall prepare sub-area plans to explore the carrying capacities for appropriate levels of nature and heritage tourism in rural clusters, including those with historic or natural resources which give them special attractiveness. Such Special Area Plans shall incorporate the neighborhood and community vision and goals, and shall include provisions to ensure consistency of the Rural Cluster with policies for the surrounding Rural/Agricultural area, and:~~

- ~~1) Enhances the community's livability.~~
- ~~2) Protects rural character.~~
- ~~3) Provides amenities for residents.~~

~~4) Protects natural resources.~~

~~5) Special consideration shall be given to linking these communities through the use of heritage or nature trails, bikeways, etc.~~

Policy 6.4.6 Any new residential subdivision proposed in a Rural Cluster shall be allowed only after ~~update~~ delineation of the Rural Cluster boundaries on the Future Land Use Map based upon a sub-area plan prepared pursuant to Policy 6.4.15. ~~A phased schedule for preparation of sub-area plans for each Rural Cluster and the minimum requirements for sub-area plans shall be established by the Board of County Commissioners. Privately initiated sub-area plans may be prepared in advance of the phased schedule if authorized by the Board of County Commissioners; the applicant shall bear the cost of preparing the sub-area plan.~~

Future Land Use Element Commercial Section

Policy 3.11.1 ~~The standards for the establishment of non-residential uses in rural clusters are as follows:~~

~~(a) Commercial uses within rural clusters shall be limited to retail and personal services intended to serve the immediate population.~~

~~(b) There shall be a maximum of 30,000 square feet of gross leasable area of retail and personal services uses for each rural cluster. The amount appropriate for any rural cluster should be relative to the population being served.~~

~~(c) Uses should be concentrated at the center of activity in a cluster and preferably at the intersection of major roadways.~~

~~(d) Typical uses are grocery, pharmacy, medical offices, and personal services.~~

Future Land Use Element Implementation Section

Policy 7.1.28 A planning framework that includes geographically focused special area plans shall be implemented to promote and provide cohesive communities. These plans shall include both rural and urban areas, and utilize neighborhoods (including village centers), districts (including activity centers), and corridors as basic planning components. This planning framework shall be implemented through a Community and Neighborhood Planning program, which empowers communities and neighborhoods to develop plans that address the specific needs and circumstances of their area. The County shall provide guidance to the program to assure that county-wide comprehensive planning goals are met. These plans shall incorporate the community and neighborhood vision and goals and shall include provisions to:

- (a) Enhance the community's livability
- (b) Protect the character of the neighborhood
- (c) Provide amenities for neighborhood residents
- (d) Plan for neighborhood traffic management
- (e) Protect natural resources

Special Area Plans may form the basis for policies in the Comprehensive Plan focusing on a particular geographic area, Land Development Code provisions for special areas, identification of capital projects to address specific needs and circumstances, or other initiatives by the County or through public/community partnerships.

SECTION 2. Ordinance to be Liberally Construed. This ordinance shall be

liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Alachua County, Florida.

SECTION 3. Modification. It is the intent of the Board of County

Commissioners that the provisions of this ordinance may be modified as a result of considerations that may arise during public hearings. Such modifications shall be incorporated into the final version of the ordinance adopted by the Board and filed by the Clerk to the Board.

SECTION 4. Repealing Clause. All ordinances or parts of ordinances in

conflict herewith are, to the extent of the conflict, hereby repealed.

SECTION 5. Severability. It is the declared intent of the Board of County

Commissioners that, if any section, sentence, clause, phrase or provision of this ordinance is held

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

Regional Planning Council: North Central Fl
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No. 42
Local Government: Yankeetown
Local Government Item No. CPA 15-01
State Land Planning Agency Item No. 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment consists of text amendments to various policies contained in the Town Comprehensive Plan regarding septic tank system. The policies currently require the installation of performance-based septic systems within the Town limits. The amendments reinstate the policies of the pre-2008 Comprehensive Plan regarding on-site wastewater systems which did not require such systems, except in lands within the Environmentally Sensitive Land Use district, which will continue to require the use of performance-based septic systems (see attached).

As noted in the transmittal letter, the requirements to use performance-based septic tanks throughout the entire Town has discouraged property owners from replacing aging on-site wastewater systems which are no longer performing adequately due to the high costs associated with the installation and maintenance of performance-based septic tanks. Additionally, the letter notes that the requirement has discouraged the construction of new residences within the Town.

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

The Town is located adjacent to the Withlacoochee River and associated wetlands, which are identified and mapped in the Withlacoochee Strategic Regional Policy Plan as Natural Resources of Regional Significance. The Withlacoochee Strategic Regional Policy Plan contains policies intended to prevent further degradation to, and restore the quality of surface-water quality (see attached).

The Town cover letter notes that water quality measurements taken at the upriver end of the Town boundary and the downriver end of the Town boundary note that there is no measurable increase in total phosphates and total nitrogen in the river as it flows past the Town. Data is included as part of the data and analysis report portrays to support the statement. However, the data provided is raw data without an interpretive analysis report from a hydrologist or from either the Southwest Florida Water Management District or the Florida Department of Environmental Protection. Such a report is necessary for the Council to conclude that the supporting data contained in the Town transmittal package supports the Town assertion that the Town is not adding to total phosphates and total nitrogen within the Withlacoochee River. Such a report should also examine whether there is potential for additional pollution to the River should the subject property be built to its maximum allowable intensity and density

of use when using conventional septic tanks. Without such a report indicating otherwise, the amendments may result in significant adverse impacts to the Withlacoochee River and its associated wetlands (see attached).

Significant adverse impacts are not anticipated to occur to the Regional Road Network as the amendment does not result in an increase in intensity or density of use.

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

Significant adverse extrajurisdictional impacts are not anticipated as a result of the amendment.

Request a copy of the adopted version of the amendment?

Yes ☒ No ☐

Not Applicable ☐

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

EXCERPTS FROM TOWN COMPREHENSIVE PLAN AMENDMENT

COMPREHENSIVE PLAN AMENDMENT (CPA) 15-01

Amended Comprehensive Plan text (underline and ~~strike through~~):

CHAPTER ONE

FUTURE LAND USE ELEMENT

The lack of central sanitary wastewater treatment facilities (sanitary WWTF), any plan to locate a sanitary central WWTF outside of the CHHA, and the resulting current reliance on septic systems create additional planning constraints until a publicly-owned sanitary WWTF can be financed and constructed outside the CHHA. ~~In the interim, Florida Department of Community Affairs (DCA) has objected and recommended, and Yankeetown has concurred, that~~ Therefore all new and replacement septic systems in the Environmentally Sensitive Land Use District are to be performance-based certified to provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards for Outstanding Florida Waters. Poor soils and a high water table limit the densities of development in Yankeetown.

1.1.1.2.5

~~DCA has objected and recommended, and Yankeetown has concurred that~~ All new and replacement septic systems in the Environmentally Sensitive Land Use District are to be performance-based certified to provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

CHAPTER THREE HOUSING ELEMENT

POLICY 3.1.1.11

Allow new residential development to be served by individual well and sanitary OSDS wastewater systems not to exceed 1 dwelling unit per acre, taking into account soils, wetlands, and floodplain. (Refer to analysis of infrastructure). Homes on pre-platted lots may utilize on-site performance-based septic systems that provide advanced secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen, subject to DHRS approval and any additional conditions established by land use district as set forth in the Future Land Use Element.

CHAPTER FOUR PUBLIC FACILITIES ELEMENT

POLICY 4.1.2.1

The following level of service standards are hereby adopted for the Town

IV. Sanitary Sewer Facilities -

B. Yankeetown shall require that all new or replacement sanitary sewage systems in all land use districts meet the following requirements:

- ...
- (c) ~~The DCA has objected and recommended, and Yankeetown has concurred that~~ all new and replacement septic systems in the Environmentally Sensitive Land Use District are to be performance-based certified to provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

POLICY 4.2.2.5

All future development in all land use districts in the Environmentally Sensitive Land Use District shall be required to use performance based septic systems that provide secondary treatment equivalent to 10 milligrams maximum per liter of Total Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

CHAPTER FIVE
CONSERVATION AND COASTAL MANAGEMENT ELEMENT

POLICY 5.1.4.5

For all new development or septic system replacement in the Environmentally Sensitive Land Use District, require the use of performance-based septic systems that provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

POLICY 5.1.4.6

Develop an environmental assessment checklist for all future development in the coastal areas, in the Environmentally Sensitive Land Use District, which address such environmental constraints as wetlands, vegetation floodplain, depth to the water table, soil suitability, availability of potable water, central sewer, and approved performance-based septic systems that provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen in determining residential use and density requirements.

POLICY 5.1.6.8

~~DCA has objected and recommended, and Yankeetown has concurred that~~ all new and replacement septic systems in the Environmentally Sensitive Land Use District are to be performance-based certified to provide secondary treatment equivalent to 10 milligrams per liter maximum Nitrogen. All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

CHAPTER EIGHT
CAPITAL IMPROVEMENTS ELEMENT

POLICY 8.1.3.1

Sanitary Sewer Facilities

In the interim period before a regional central wastewater system is available, the Town shall require in all land use districts:

- a. Yankeetown shall develop a strategy to participate in water quality monitoring of the Withlacoochee River;
- b. develop an educational program to encourage inspection (and pump-out if needed) of existing septic tanks;
- c. all new and replacement septic tanks in the Environmentally Sensitive Land Use District shall meet performance based standards (10mg/l nitrogen). All new and replacement septic systems in the remaining land use districts shall meet minimum State standards.

**EXCERPTS FROM THE WITHLACOOCHEE
STRATEGIC REGIONAL POLICY PLAN**

STRATEGIC REGIONAL POLICY PLAN

**for the
Withlacoochee Region**

**1241 S.W. 10th Street
Ocala, FL 34474-2798
352/732-1315 FAX 352/732-1319
Suncom 667-1315**

IV. NATURAL RESOURCE GOALS, POLICIES, AND INDICATORS

A. GROUNDWATER RESOURCE PROTECTION

- Goal 4.1** **Maintain groundwater and surfacewater at levels no lower than the minimum seasonal levels necessary to maintain natural system functions and prevent saltwater intrusion into the aquifer.**
- Policy 4.1.1 Provide infrastructure and approve development permits only for new developments that have identified a specific long-term supply of water that is both adequate for the increased population associated with the development and that will not diminish the ability to provide adequate water for the local government's projected population or the water needed by natural systems.
- Policy 4.1.2 Consider pumpage of water outside the region only when the following factors have been met :
- a. The receiving community has exhausted all legally available alternative sources including, but not limited to desalinization, effluent reuse, and mandatory conservation measures;
 - b. A detailed study of the proposed impacts to water sources has demonstrated the proposed pumpage will cause no adverse environmental and economic impacts or the impacts can be mitigated through practices including, but not limited to, the re-hydration of wetlands and recharge areas within the region.
- Policy 4.1.3 Design new development in high aquifer recharge areas to minimize impacts on aquifer recharge.
- Policy 4.1.4 Adopt comprehensive programs and plans for protection of current and future public water supplies. Each plan and program should require, at a minimum: scientific delineation of zones of contribution for wellfields and protection of these areas from incompatible land uses and activities, analyses of supply and demand that are based on population projections and the location of uses indicated on future land use maps (series), and the maintenance and restoration of natural systems.
- Policy 4.1.5 Limit groundwater withdrawals to locations and quantities that will not result in additional salt water intrusion.
- Policy 4.1.6 Use consistent policies and data from the water management districts' (WMDs) "Needs and Sources Studies" and WMD "Water Resource Plans", and similar studies by water supply authorities in formulating local government comprehensive plans and water supply policies.
- Policy 4.1.7 Support the development of local water sources first, prior to any import of water from outside the region.
- Policy 4.1.9 Minimize environmental impacts from water withdrawals by keeping water pumpage below levels that would cause significant harm to native communities, spring flow, or water quality.
- Policy 4.1.11 Curtail or cease pumping whenever adverse environmental impacts are observed.

- Indicators:
- (A) Groundwater levels below those established as minimum levels by the Water Management District's minimum flows and levels studies and water resource assessment project studies.
 - (B) Measurable impacts to surface water bodies and natural systems such as lakes, springs, estuaries, saltwater marshes and wetlands.
 - (C) Local ordinances protecting water resources.

B. WATER CONSERVATION

Goal 4.2 Reduce per capita use of groundwater and surface water.

- Policy 4.2.1 Use rate structures and other incentives to encourage the efficient use and re-use of water.
- Policy 4.2.2 Encourage the use of water-efficient plumbing fixtures and devices in new construction and renovation through building codes and other means.
- Policy 4.2.3 Cooperate with water management districts in water conservation education, leak detection, and plumbing retrofit programs.
- Policy 4.2.4 Require efficient irrigation practices in all new development.
- Policy 4.2.5 Create incentive programs that reward installation of plumbing systems in new construction that will immediately use gray water systems or will facilitate the use of future gray water systems.
- Policy 4.2.6 Use treated wastewater effluent for irrigation, instead of freshwater, where it is feasible, environmentally sound, and safe.
- Policy 4.2.7 Adopt minimum landscape ordinances incorporating the use of drought-resistant native plants and assigned preference to the preservation of native vegetation on site.
- Policy 4.2.8 Use water-conserving and water re-use processes and techniques in mining and other industrial processes.
- Policy 4.2.9 Formulate water shortage contingency plans that are consistent with the plans of the water management district.
- Policy 4.2.10 Consider waste to energy plants for the purpose of powering desalinization facilities.
- Policy 4.2.11 Seek technical assistance from water management districts and regional planning councils in formulating and implementing water conservation plans.

Indicators: Reduction in groundwater withdrawal per capita.

C. WATER QUALITY

Goal 4.3 Prevent further degradation and restore ground- and surface-water quality.

- Policy 4.3.1 Protect ground- and surface-water quality through the regulation of land use activities which may cause water pollution. Siting criteria and containment requirements should be established for: landfills, stormwater, wastewater, agricultural, and

industrial impoundments, land application of wastewater sludge and effluent, use and disposal of pesticides, herbicides, fertilizer and other hazardous materials, and underground storage tanks.

- Policy 4.3.2 Cooperate to adopt and implement watershed management programs for surface water basins which:
- a. Ensure consistency among the program and local comprehensive plans and land development regulations, Department of Environmental Protection's aquatic preserve programs and water management district's surface water plans/programs;
 - b. Provide for stormwater master plans that identify existing problems and solutions which promote pollutant load reductions through such methods as wastewater and stormwater reuse and retrofitting, and promote best management practices in agriculture and silviculture;
 - c. Give high priority to the protection of native vegetation, fish, and wildlife populations;
 - d. Provide for public education regarding non-point source management and watershed protection;
 - e. Address coordinated land acquisition for regionally significant floodplains;
 - f. Promote the establishment of centralized sewer systems in identified septic tank problem areas; and,
 - g. Provide for a dedicated funding source, such as a stormwater utility, for management projects.
- Policy 4.3.3 Require new development to locate and construct impervious surfaces, buildings, lawns, and sewage facilities so that they do not adversely affect the quality of nearby surface waters.
- Policy 4.3.4 Require all development activities that create stormwater runoff to treat the water to meet state water quality standards before discharge.
- Policy 4.3.5 In new developments and redevelopment projects, design stormwater treatment systems to protect ground water as well as surface water.
- Policy 4.3.6 Retain vegetated buffer strips along the banks of regionally significant surface waters. Buffers should be of sufficient width to prevent erosion, trap the sediment in runoff, and filter out nutrients. Buffer width and vegetative material should be defined by local governments with assistance from the WMDs and DEP.
- Policy 4.3.7 In areas prone to sinkholes, protect groundwater from contamination through additional treatment of stormwater. Design surface water management systems in karst areas to avoid the collapse of retention and detention ponds. Prohibit untreated stormwater runoff from entering drainage wells and sinkholes directly connected to the Floridan aquifer.
- Policy 4.3.8 Include provisions in stormwater master plans for: reducing contaminant loads, treating runoff from areas where on-site retention is infeasible, improving systems that do not meet current standards, and maintaining the efficient operation of stormwater facilities.

- Policy 4.3.9 Use master plans for sewage treatment and disposal to identify sewage treatment plants in need of upgrading, package plants that need to be replaced by central sewer, and areas where septic systems should be replaced or not allowed. These plans should also link the development of water supply facilities to the capacity for wastewater disposal, and require development approval to be contingent on the availability of adequate facilities of both types.
- Policy 4.3.10 Require protective devices to prevent construction activity from causing increased sediment in surface waters or wetlands.
- Policy 4.3.11 Cooperate with water management districts in implementing land use and stormwater plans that support the achievement of pollutant loading targets where established by the water management districts or the Department of Environmental Protection.
- Policy 4.3.12 Septic systems should be located a sufficient distance from wetlands to prevent biological contamination and nutrient loading.
- Policy 4.3.13 Initiate programs or utilities to monitor existing septic systems for proper functioning. Operating and maintenance instructions should periodically be given to builders and home owners using such systems.
- Policy 4.3.14 Avoid installation of traditional septic systems within 100-year floodplains and hurricane flood zones in new developments. The minimum distance required between the bottom of the drainfield and the water table should be increased where necessary to provide treatment of effluent adequate to protect the groundwater. Replace traditional systems with non-traditional wastewater treatment systems providing a higher level of treatment in areas of the 100-year floodplain where traditional septic systems have failed; use incentives to encourage higher level onsite treatment systems in coastal and other environmentally sensitive areas.
- Policy 4.3.15 Prohibit landfill cells in 100-year floodplain and hurricane surge and flood zones.
- Policy 4.3.16 Remediate unlined landfills or leachate collection systems when contamination of groundwater is detected.
- Policy 4.3.17 Protect underground chemical storage tanks with secondary containment systems and/or continuous leak detection systems as required by state law.
- Policy 4.3.18 Require new or expanding marinas to have sewage pumpout facilities for boats, and a means of effluent disposal that will ensure ground and surface waters are not contaminated.
- Indicators: (A) Number of ground and surface water quality violations reported within the region.
- (B) Percent of watersheds in the region for which master plans for water supply, sewer, and stormwater are being implemented.

D. FLOODPLAIN PROTECTION

Goal 4.4 Maintain the integrity and natural value of floodplains, and manage floodplains through non-structural means.

- Policy 4.4.1 Utilize natural drainage and floodplain functions in new development and redevelopment; prohibit significant interference of floodplain functions.

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

Regional Planning Council: North Central Fl
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No. 43
Local Government: Yankeetown
Local Government Item No. CPA 15-02
State Land Planning Agency Item No. 16-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment consists of text amendments which add goals, objectives and policies of the Conservation and Coastal Management Element to address planning for long term sea-level rise and establishing a Natural Resource Adaptation Area Overlay District in the Resource Protection and Residential Environmental Sensitivity land use districts (see attached).

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

The Town is located adjacent to the Withlacoochee River, Gulf of Mexico associated saltwater and freshwater wetlands, all of which are identified and mapped in the Withlacoochee Strategic Regional Policy Plan as Natural Resources of Regional Significance. Nevertheless, significant adverse impacts are not anticipated to these Natural Resources of Regional Significance as a result of the amendment as the amendment does not result in an increase in intensity or density of use.

Significant adverse impacts are not anticipated to occur to the Regional Road Network as the amendment does not result in an increase in intensity or density of use.

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

Significant adverse extrajurisdictional impacts are not anticipated as a result of the amendment.

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 Town and the Florida Department of Economic Opportunity.

EXCERPTS FROM TOWN COMPREHENSIVE PLAN AMENDMENT

TOWN OF YANKEETOWN COMPREHENSIVE PLAN AMENDMENT (CPA 15-02)

Amended Comprehensive Plan text underlined

Chapter 5 – Conservation and Coastal Management Element

Natural Resource Adaptation Action Area

Goal 5.2. Long Term Planning. To develop a long term plan to address sea-level rise in the Town through the creation of a Natural Resource Adaptation Action Area (NR-AAA)

Objective 5.2.1. Overlay. To identify the vulnerable natural resources of Yankeetown where protection and/or accommodation strategies should be used.

Policy 5.2.1.1: NR-AAA. The Resource Protection (RP) area and Residential Environmentally Sensitive (RES) area as designated on the future land use map shall constitute the Natural Resource Adaptation Action Area Overlay District for protection of natural resources and accommodation of sea level rise within the Town of Yankeetown.

Objective 5.2.2. Long Term Planning Horizon for Sea Level Rise. To adopt a long term planning horizon for sea-level rise adaptation to accommodate the anticipated impacts of sea level rise based on sea level rise models

Policy 5.2.2.1: NR-AAA Planning Horizon. The Town shall utilize a long term 20-40 year planning horizon for the NR-AAA Overlay District.

Objective 5.2.3. Science Plan. The Town shall periodically review and regularly update the “Science Plan” to guide adaptation planning in NR-AAA Overlay District.

Policy 5.2.3.1. Adaptive Restoration. Based on the science plan, the Town shall develop a comprehensive adaptation permitting strategy that includes oyster reef restoration, offshore island habitat protection and enhancement, restoration of hydrologic connectivity

Policy 5.2.3.2. Ecosystem Migration. Based on the science plan, the Town shall identify priority areas, including upland parcels adjacent to the WGP, for fee simple, and less than fee simple, acquisition based on their strategic capacity to support coastal ecosystem migration.

Goal 5.3. Sea Level Rise Ready Infrastructure. To ensure continuing protection of the Town's natural resources by promoting "Sea Level Rise Ready" infrastructure within the NRAAA Overlay District

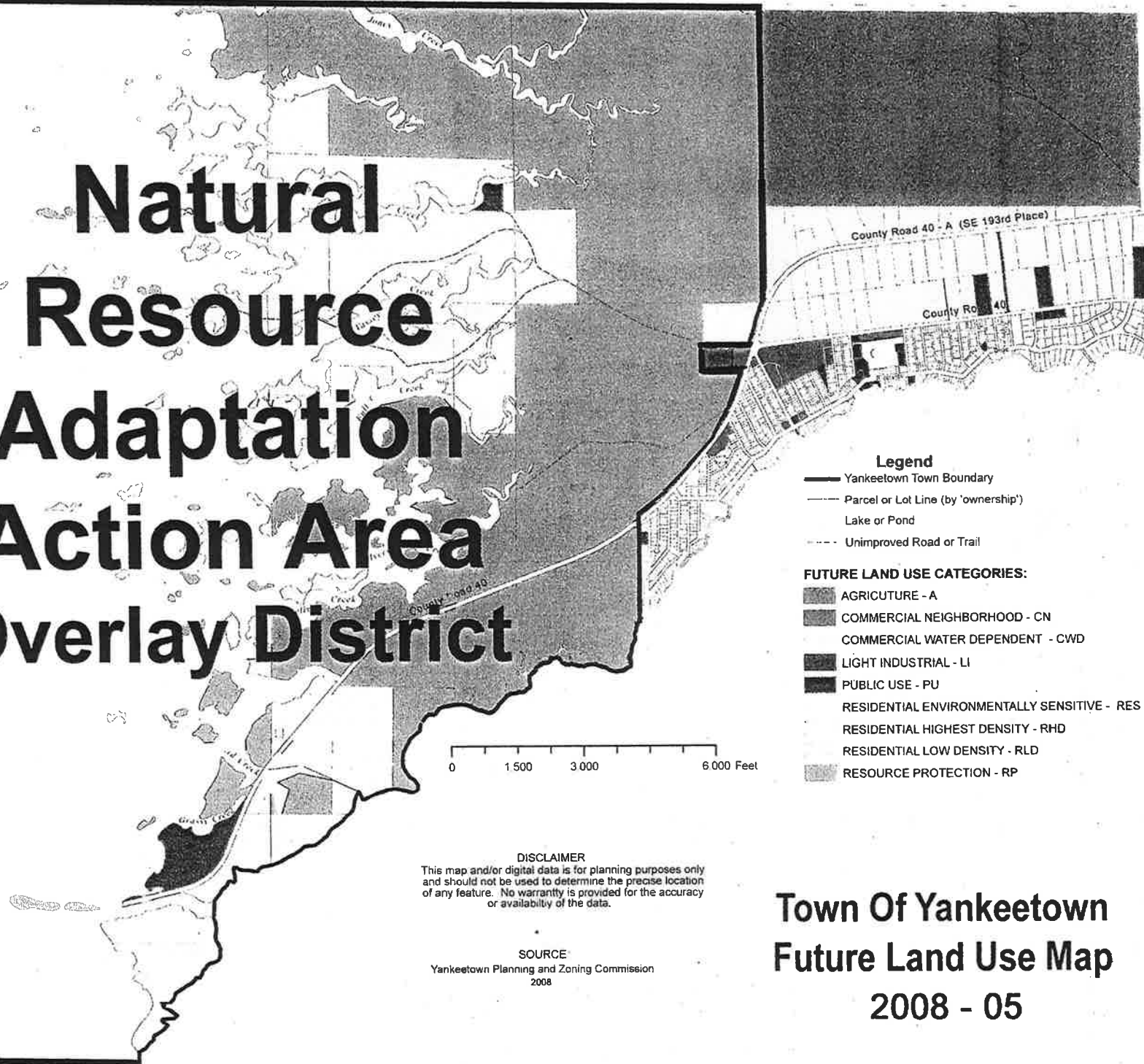
Objective 5.3.1. Adaptive Structures. The Town shall discourage new structures within the the NR-AAA Overlay District that are vulnerable to sea level rise unless designed to allow for coastal ecosystem migration (for example, floating, elevated or moveable structures).

Objective 5.3.2. Soft Shoreline Stabilization. The Town shall encourage soft shoreline stabilization strategies within NR-AAA Overlay (and where feasible in other Public Use (PU) Districts that have public boat ramps, docks and other infrastructure).

GOAL 5.4. Education, Outreach and Economic Development. To utilize the Town's unique setting and circumstances as a laboratory for natural resources adaptation planning and implementation.

Objective 5.4.1. Business Plan. The Town shall periodically review and regularly update the "Business Plan" to guide adaptation education, outreach and economic development planning within the NR-AAA Overlay District and the Town and address Sea Level Rise.

Natural Resource Adaptation Action Area Overlay District



5.

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

Regional Planning Council: North Central FI
Review Date: 1/28/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 45
Local Government: City of Madison
Local Government Item No.: CPA 15-02
State Land Planning Agency Item No.: 15-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (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 City is amending 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 90; State Road 53 and State Road 145. 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.

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as identified and mapped in the regional plan as the amendment does not result in any change in intensity or density of use. 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 _____ No _____

Not Applicable _____ X _____

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**

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

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**~~ **Community Planning 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 goals, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

The following goals, 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 maintain a safe, convenient and efficient Level of Service Standard which shall be maintained for all motorized and non-motorized transportation systems.

Policy II.1.1 Establish level of service standard at peak hour as defined within the **most recent version of the** Florida Department of Transportation ~~**2002**~~ Quality/ Level of Service Handbook for the following roadway segments within the City:

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT DESCRIPTION	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	U.S. 90/S.R. 10 (from west city limits to S.R. 53/ S.R. 145)	4 U	Principal Arterial	Rural	D
<u>2</u>	<u>U.S. 90/S.R. 10</u> <u>(from S.R. 53 W to</u> <u>S.R. 53 E/S.R. 145)</u>	<u>4 U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>23</u>	U.S. 90\S.R. 10 (from S.R. 53/S.R. 145 to east city limits)	4 D	Principal Arterial	Rural	D
<u>34</u>	S.R. 53 (from U.S. 90 to north city limits)	2 U	Minor Arterial	Rural	D
<u>45</u>	S.R. 145 (from U.S. 90 to north <u>east</u> city limits)	2 U	Minor Arterial	Rural	D
<u>56</u>	S.R. 53 (from south city limits to U.S. 90\ S.R. 10)	2 U	Minor Arterial	Rural	D
<u>67</u>	S.R. 14 (from south city limits to S.R. 53)	2 U	Minor Arterial	Rural	D
<u>78</u>	C.R. 591 (from north city limits to S.R. 145)	2 U	Minor Collector	Rural	D
<u>89</u>	C.R. 360A (from south city limits to U.S. 90\ S.R. 10)	2 U	Minor Collector	Rural	D

D - Divided Roadway

U - Undivided Roadway

Policy II.1.2

The City shall continue to control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, ~~in effect on January 1, 2006~~ and the following requirements for City roads:

1. Permitting one access point for ingress and egress purposes to a single property or development;

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2. Permitting two access points if the minimum distance between the two access points exceeds 20 feet;
3. Permitting three access points if the minimum distance between each access point is at least 100 feet; or
4. Permitting more than three access points where a minimum distance of 1,000 feet is maintained between each access point.

Policy II.1.3 The City shall continue to require the provision of safe and convenient off-street parking and loading standards, which includes the provision for non-motorized vehicle parking, which shall be located on the same lot or parcel of land the parking is intended to serve. Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of 10 feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size. The City may allow the establishment of such off-street parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.

Policy II.1.4 The City shall continue to require any development which is required to provide a site plan or any development requiring platting, include requirements for an additional 10-foot 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 continue to require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Plan Map of the Comprehensive Plan.

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.

OBJECTIVE II.3 The City shall continue to 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 review all comprehensive plans and land development activity for consistency with the Florida Department of Transportation's 5-Year Transportation Plan.

OBJECTIVE II.4 The City shall continue to provide for the protection of future right-of-ways from building encroachment by establishing right-of-way setback requirements, as provided in the rights-of-way policy of this element, for all structures along new or realigned collector and arterial roadways to be provided by either the developer or purchased as additional right-of-way.

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Policy II.4.1 The City shall maintain provisions which require all structures to provide additional setbacks for the future need of additional right-of-way. Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the road.

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.**

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V

CONSERVATION ELEMENT

INTRODUCTION

The following goals, objectives and policies comprise the Conservation Element providing for the conservation, use and protection of the City's natural resources. 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.

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 ground water or surface water, flood plain 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 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 areas 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 water wells, 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 goals, objectives 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 shall continue to enforce provisions within the site plan review process to protect air quality through the appropriate siting of development and associated public facilities.
- Policy V.1.1 The City shall continue to 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, in order to protect the quality and quantity of current and projected water sources, hereby establishes a 500-foot wellfield protection area around community water system wells. In addition, the City, in order to protect high groundwater aquifer recharge areas, shall limit development in these areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

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- Policy V.3.2 The City shall review any comments by the Water Management District and the Florida Department of Environmental Protection concerning proposed subdivision plats regarding 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 that forest resources be managed as provided in Silviculture Best Management Practices Manual, published by the Florida Department of Agriculture and Consumer Services, Division of Forestry, latest revision for the multiple uses of recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
- OBJECTIVE V.4 The City shall coordinate with the Florida Fish and Wildlife **Conservation** Commission, Florida Natural Areas Inventory, the Water Management District and the Department of Environmental Protection for the identification and protection of native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites these natural resources from impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Critical Wildlife Conservation Areas, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.
- Policy V.4.1 The City shall cooperate with the 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 in coordination with the Florida Fish and Wildlife Conservation Commission and the Florida Natural Areas Inventory.
- Policy V.4.3 The City shall require the evaluation of impacts to endangered, threatened, or species of special concern by requiring as a condition of permit approval of all proposed subdivisions of land into 25 or more lots and multi-family, commercial and industrial developments of 50 acres or more a survey of the site for the presence of state and federally protected plant and animal species. If designated species are found on the site or would be affected by the development, a specific management plan will be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the designated species and their habitat. The Inventory and Management Plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the City.
- Policy V.4.4 The City, in consultation with Florida Fish and Wildlife Conservation Commission, 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 **Part IV of Chapter 17-312 373, Florida Statutes. -Rules of the Florida Department of Environmental Protection, in effect on January 1, 2006.**

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Policy V.4.5 The developer of any proposed development which is equal to or greater than 20 acres and located within areas identified by the Florida Fish and Wildlife Conservation Commission as Strategic Habitat Conservation Areas shall be required to evaluate the impacts to endangered, threatened, or species of special concern and rare or unique vegetative communities; provided, however, if competent and substantial scientific evidence demonstrating that an endangered, threatened or species of special concern, wildlife habitat or rare and unique vegetative community is located within the area of any proposed development which is equal to or greater than 20 acres is presented to the City at the time of a preliminary plat or site and development plan is reviewed by the City, the developer shall evaluate the impacts on such habitats or communities. As a condition of permit approval of any proposed development within these areas, such evaluation shall consist of a survey of the development site conducted by the developer to identify the presence of any state and federally protected plant and animal species.

If protected species are found on the development site or would be affected by the development, a management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. The City shall require the use of best management practices for the conservation, appropriate use and protection of fisheries, wildlife and wildlife habitats, identify and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protect these natural resources from the impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas maps, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval. Both the survey and the management plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the City.

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 ~~February 27, 2003~~ **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 ~~July 17, 2001~~ **October 27, 2011**;
2. Regionally Significant Natural Resources - Natural Systems, dated ~~July 17, 2001~~ **October 27, 2011**;
3. Regionally Significant Natural Resources - Planning and Resource Management Areas, dated ~~July 17, 2001~~ **October 27, 2011**;

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4. Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated ~~July 17, 2001~~ **October 27, 2011**; and
5. Regionally Significant Natural Areas - Surface Water Resources, dated ~~July 17, 2001~~ **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 ~~July 17, 2001~~ **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 V.5.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated ~~July 17, 2001~~ **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 ~~July 17, 2001~~ **October 27, 2011**, included within the Future Land Use Map Series, identifies publicly 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 ~~July 17, 2001~~ **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 ~~July 17, 2001~~ **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 protection policy of this element.

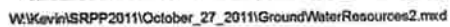
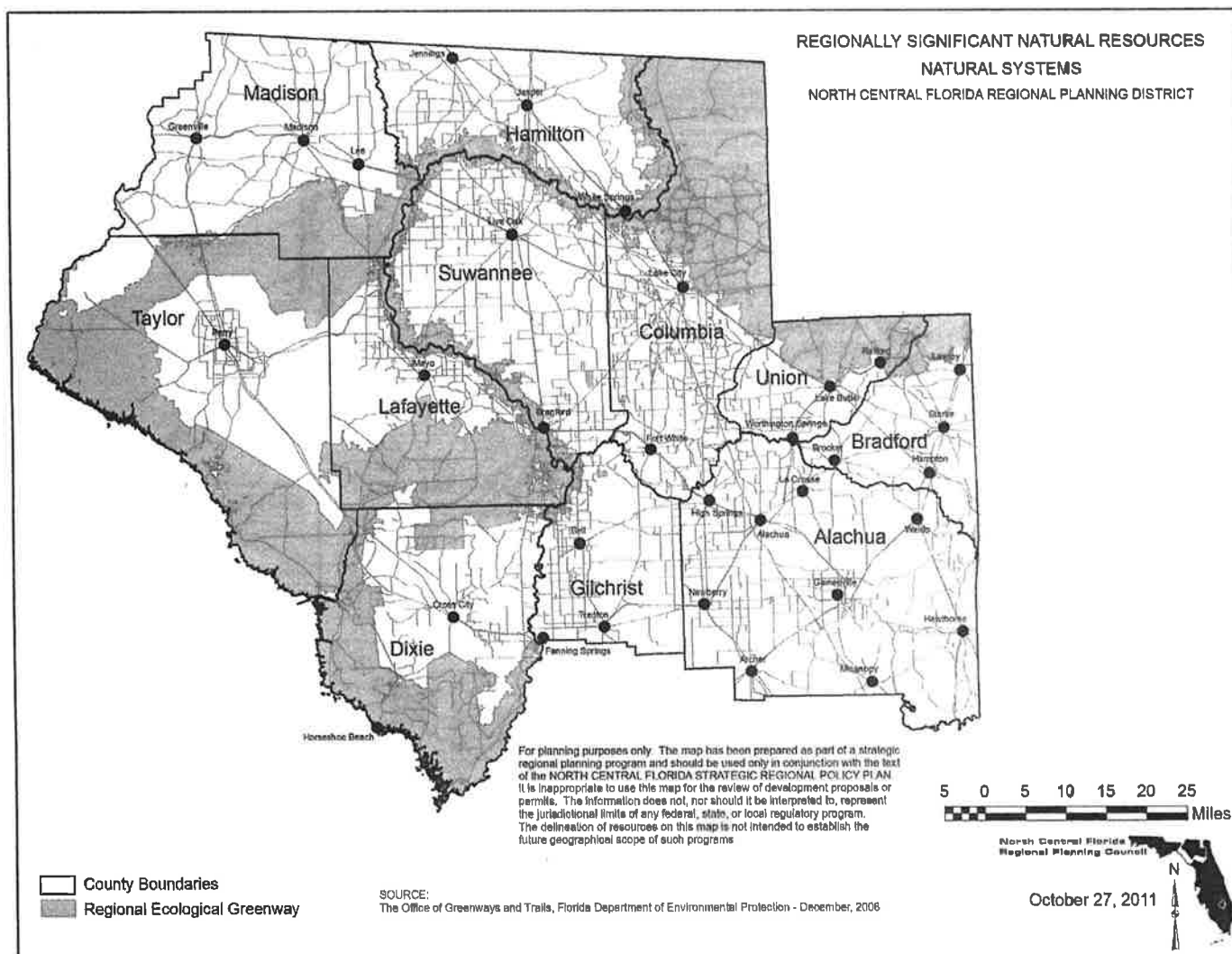
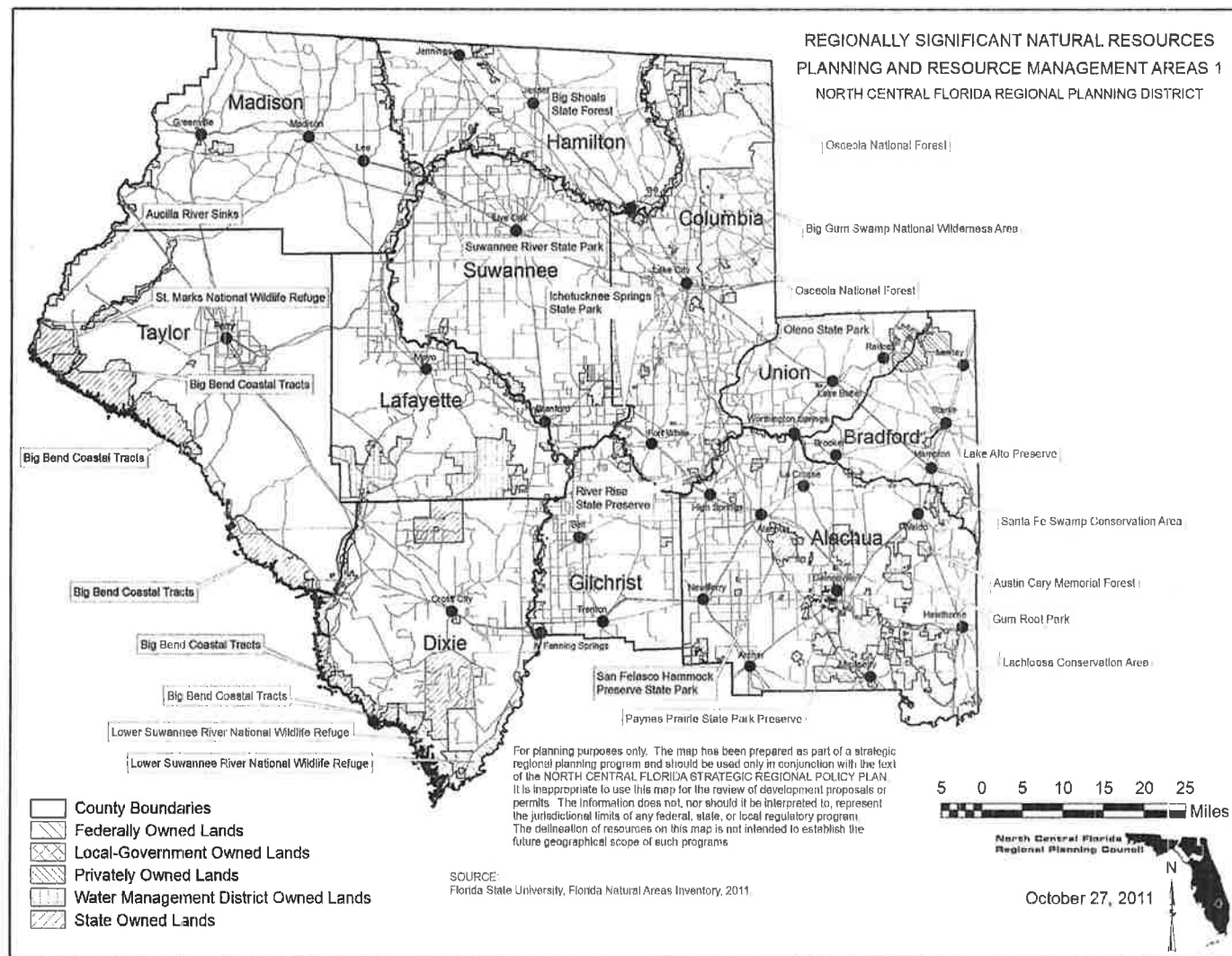


ILLUSTRATION A - XI-b
Regionally Significant Natural Resources
Natural System



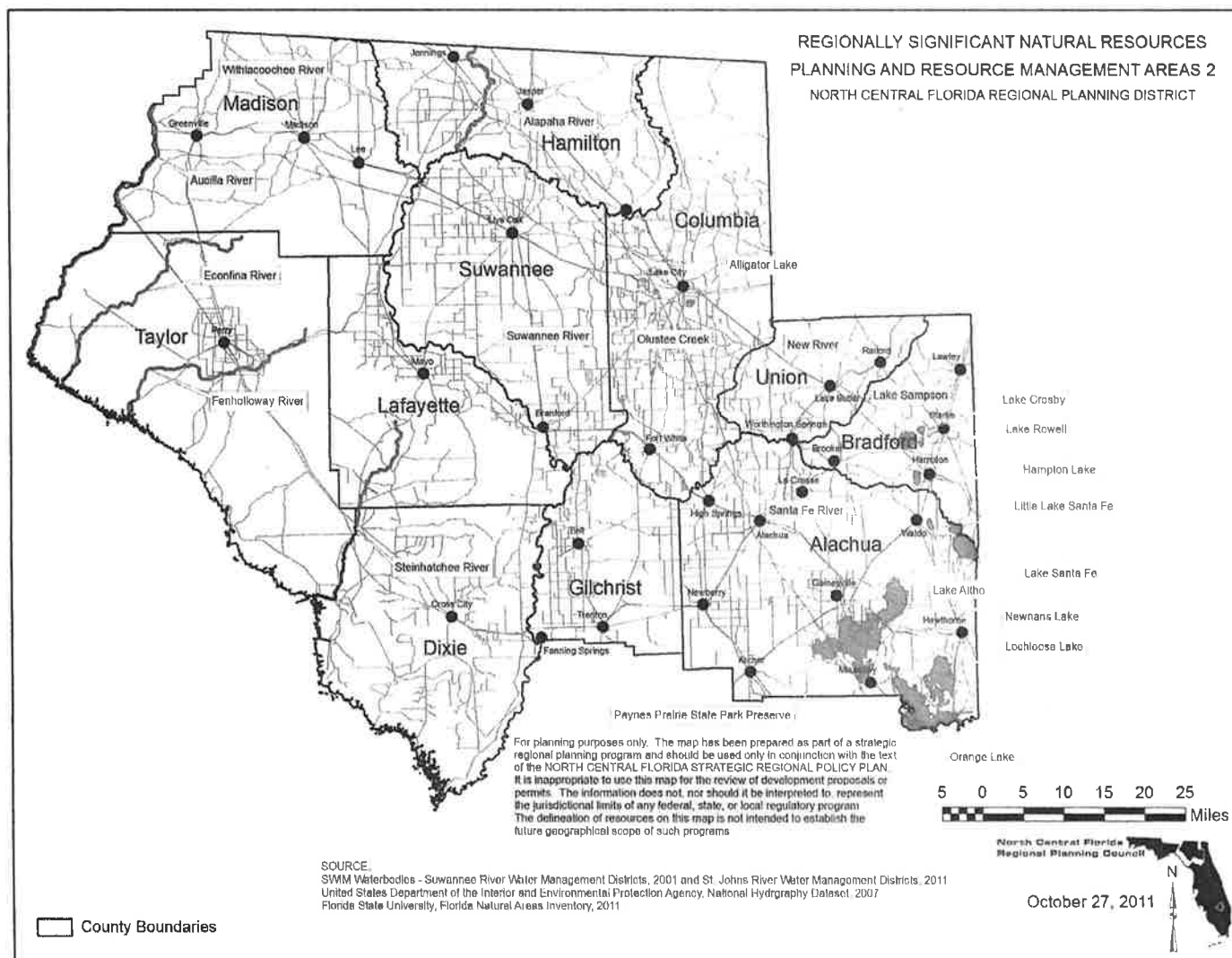
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ILLUSTRATION A - XI-c
Regionally Significant Natural Resources
Planning and Resource Management Areas 1



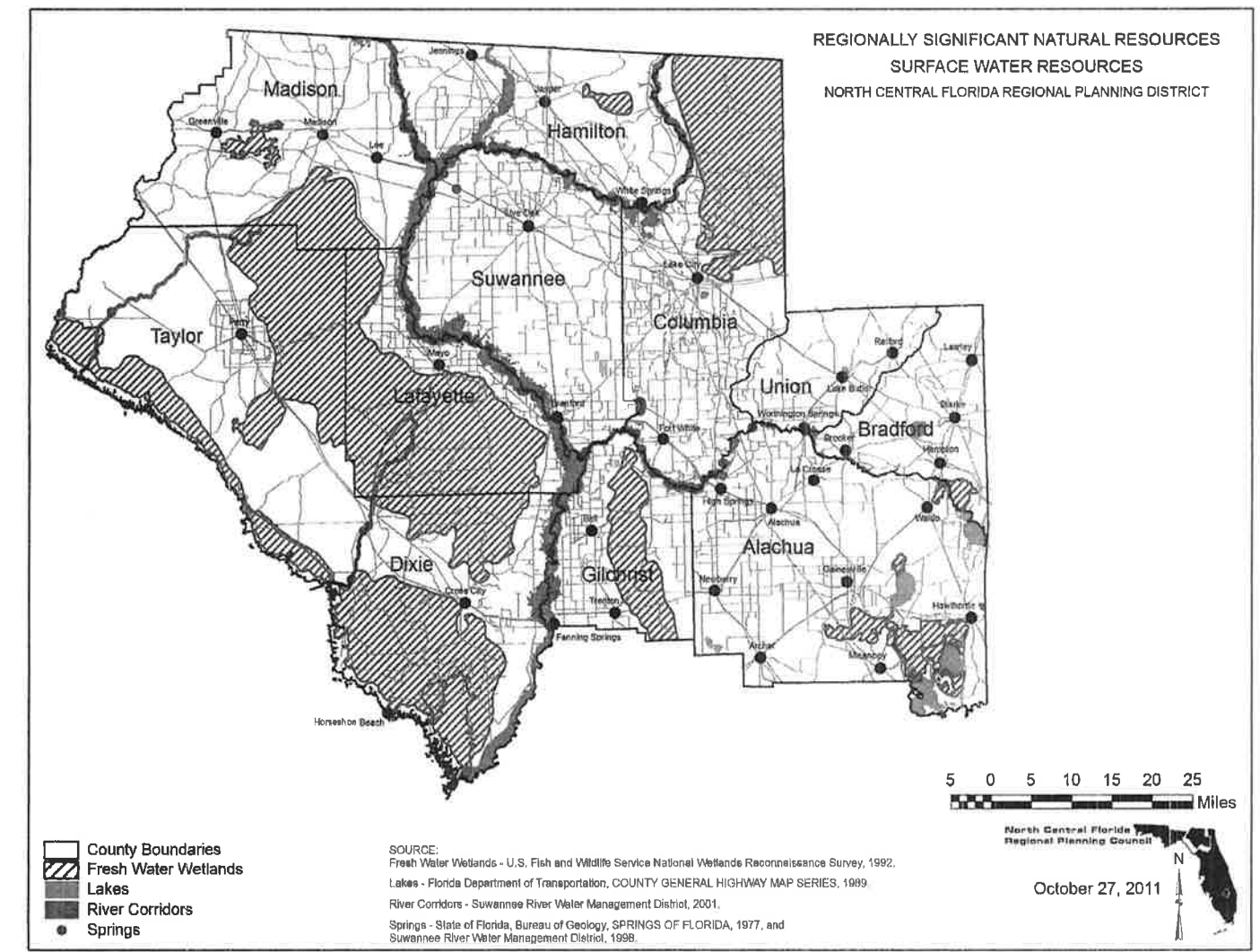
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ILLUSTRATION A - XI-d
Regionally Significant Natural Resources
Planning and Resource Management Areas 2



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ILLUSTRATION A - XI-e
Regionally Significant Natural Resources
Surface Water Resources



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

Regional Planning Council: North Central Fl
Review Date: 1/28/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 46
Local Government: City of Archer
Local Government Item No.: CPA 15-01
State Land Planning Agency Item No.: 15-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (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; 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 27/41 and State Road 24. 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 retains policies in the City Transportation Element which implement Transportation Planning Best Practices contained in the regional plan.

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the regional plan. However, significant adverse impacts are not anticipated to the natural resource as the amendment 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 _____ No _____
Not Applicable _____X_____

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**

Words **bolded and underlined** have been added.
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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. 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 motorized and non-motorized transportation systems.

Policy II.1.1 Establish Level of Service Standard at peak hour as defined within the most recent version of the Florida Department of Transportation ~~2012~~ Quality/Level of Service Handbook for the following roadway segments within the City:

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT DESCRIPTION	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	U.S. 41/S.R. 45 (from north city limits to south city limits)	2U	Principal Arterial	Rural <u>Community</u>	C
2	S.R. 24 (from east city limits to west city limits)	2U	Minor Arterial	Rural <u>Community</u>	D
3	C.R. 241 (from C.R. 346 to south city limits)	2U	Collector	Rural	C
4	C.R. 346 (from U.S. 41/S.R. 45 to east city limits)	2U	Collector	Rural	C
5	C.R. 241 (from U.S. 41 to north city limits)	2U	Collector	Rural	C

U - Undivided Roadway

- Policy II.1.2 The City shall 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 shall require the provision of safe and convenient off street parking and loading standards, which includes the provision for non-motorized vehicle parking.
- Policy II.1.4 The City shall 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 The City shall negotiate with the state to extend the rails to trails program from Gainesville to Archer.
- Policy II.1.6 The City should plan for the development of biking and jogging paths through the Archer as part of a "linear park."
- Policy II.1.7 The City shall encourage safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

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- Policy II.1.8 The City shall encourage sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- OBJECTIVE II.2 The City shall, require that all traffic circulation improvements be consistent with and complement the future land uses 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 ~~ff~~Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plans are not consistent with the provisions of the future land use plan element.
- Policy II.2.2 The City shall negotiate with the Florida Department of Transportation to four-lane State Road 24 through the City to the west city-limits.
- OBJECTIVE II.3 The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-, 10- and 20-year Transportation Plans.
- Policy II.3.1 The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements which will be completed as part of the implementation of the Florida Department of Transportation 5 - Year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.
- OBJECTIVE II.4 The City shall control the number and frequency of connections and access points of driveways and roadways to arterial and collector roads.
- Policy II.4.1 The City shall be consistent with the regulations of the Florida Department of Transportation pertaining to Access Management. The City has established that access points or curb breaks shall be regulated as follows:
1. 1 curb break permitted for a single property;
 2. 2 curb breaks with a minimum distance of 75 feet;
 3. 3 curb breaks with a minimum distance of 150 feet; and
 4. More than 3 curb breaks with a minimum distance of 300 feet.
- Policy II.4.2 The Supplementary District Regulations found within the City's land development ~~regulations code~~ shall require all structures along all new or realigned arterial roadways to provide adequate setbacks for the future need of additional right-of-way.

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- Policy II.4.3 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.4.4 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.4.5 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.4.6 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.4.7 Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy II.4.8 The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
- Policy II.4.9 The City shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.
- OBJECTIVE II.5 The City will attempt to ensure that transportation plans made by other units of government do not have a detrimental effect on city residents.
- Policy II.5.1 The City shall require developers, who put in anything more intensive than one dwelling per four acres and with more than two units, be required to pave the roads into and through the development.
- Policy II.5.2** **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.**

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V CONSERVATION

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, 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 future conservation areas which consist of land within the City which is anticipated to have planned management of a natural resource to prevent exploitation, destruction or neglect of that natural resources. At present there are no areas which have planned management of a natural resource within the City. Therefore, until such time as there are areas which conserve a natural resource through the use of best management programs, 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, existing waterwells, minerals and soils, which are land cover features, but are not land uses. Therefore, these natural resources are identified within the Future Land Use Plan map series. 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

CONSERVATION STRATEGIES

- OBJECTIVE V.1 The City shall support multiple, diverse strategies for the conservation of natural systems in the City.
- Policy V.1.1 The City shall use a conservation land use category as specified in the Future Land Use Element as a conservation strategy.
- Policy V.1.2 The City shall cooperate with agencies responsible for managing specific conservation areas to ensure that development activities work in concert with protection and conservation strategies.

DEVELOPMENT REGULATION AND REVIEW

- OBJECTIVE V.2 The City shall protect natural resources during the land use planning and development review process from activities that would significantly damage the ecological integrity of these areas. The applicability of the policies and standards in this section shall be determined for all development at each stage of the land use planning, zoning, and development review and permitting process.

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quality and quantity of current and projected water sources, water recharge areas and potable water wells.

Policy V.7.16 The City shall support the Suwannee River Water Management District in their conducting of water conservation programs.

Policy V.7.17 The City shall comply with the plans of the Suwannee River Water Management District for the emergency conservation of water sources.

ENDANGERED OR THREATENED SPECIES

OBJECTIVE V.8 The City shall protect all endangered and threatened Flora and Fauna from adverse impacts due to loss of critical habitat.

Policy V.8.1 The City of Archer shall identify those areas containing endangered plant or animal species through the requirement of site specific surveys of undeveloped parcels by the developer prior to issuance of building permits.

Policy V.8.2 The City of Archer shall protect those areas containing endangered plant or animal species. The following measures shall be considered depending upon specific circumstances:

1. Off site mitigation
2. Setback requirement adjustments
3. Buffers
4. Clustering

Evidence shall include an assessment based on size, location and viability of a natural or vegetative community.

Policy V.8.3 The City shall ensure that land use designations, development practices and regulations protect native communities and ecosystems, and environmentally sensitive lands.

REGIONALLY SIGNIFICANT RESOURCES

OBJECTIVE V.9

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**

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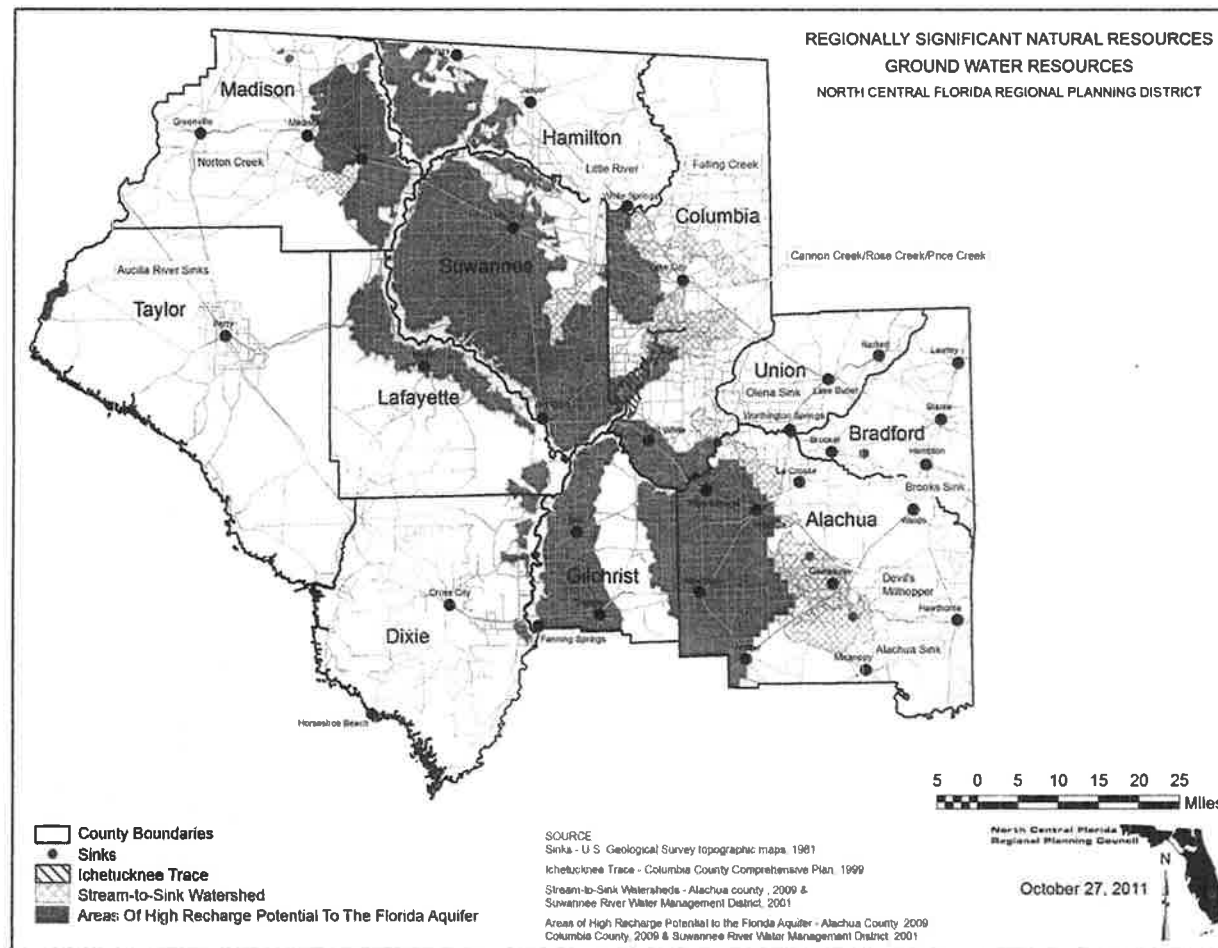
5. Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011.

The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.

- Policy V.9.1** **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 V.9.2** **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.9.3** **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.9.4** **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.9.5** **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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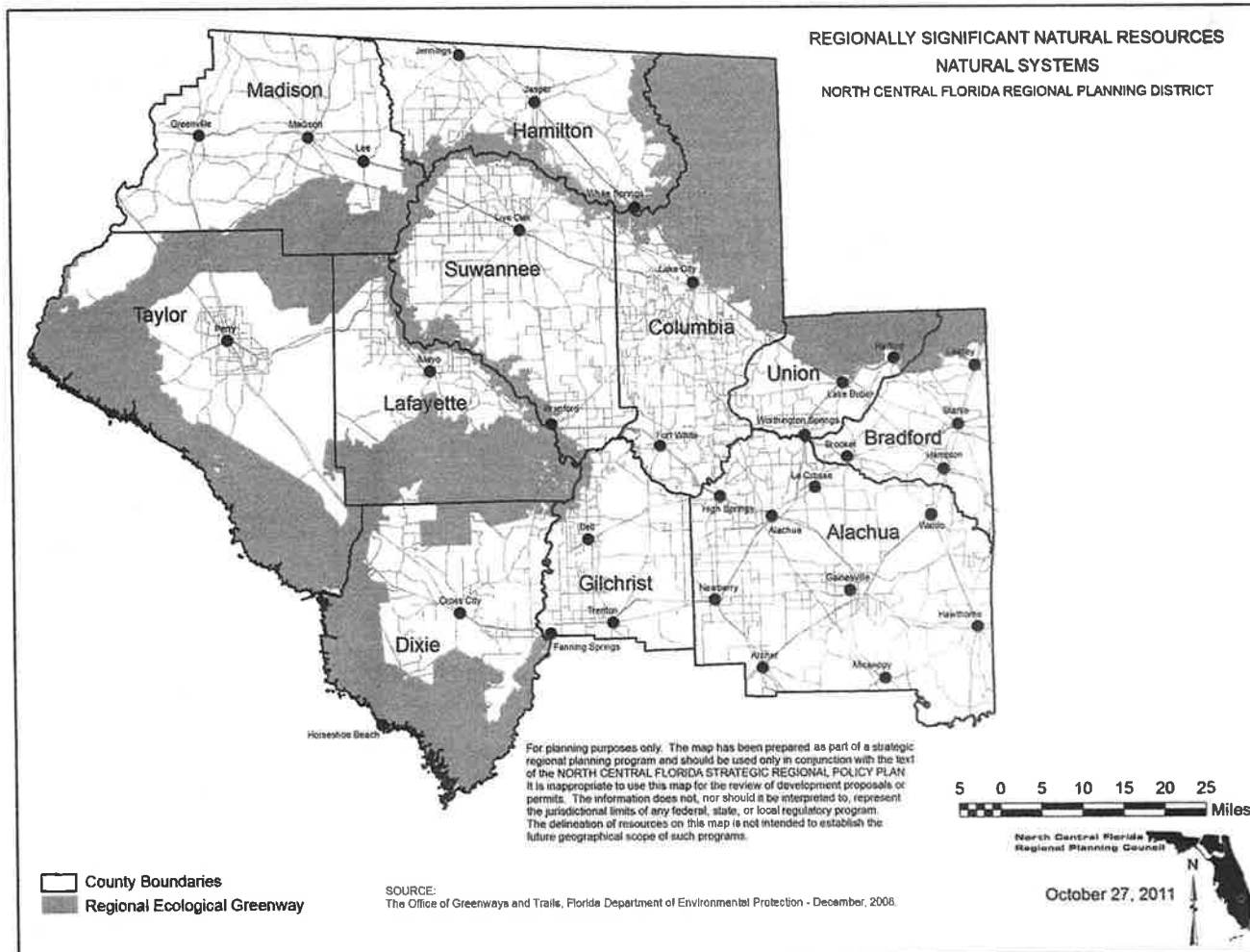
ILLUSTRATION A - IX REGIONALLY SIGNIFICANT NATURAL RESOURCES GROUNDWATER RESOURCES



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ILLUSTRATION A - X REGIONALLY SIGNIFICANT NATURAL RESOURCES NATURAL SYSTEMS

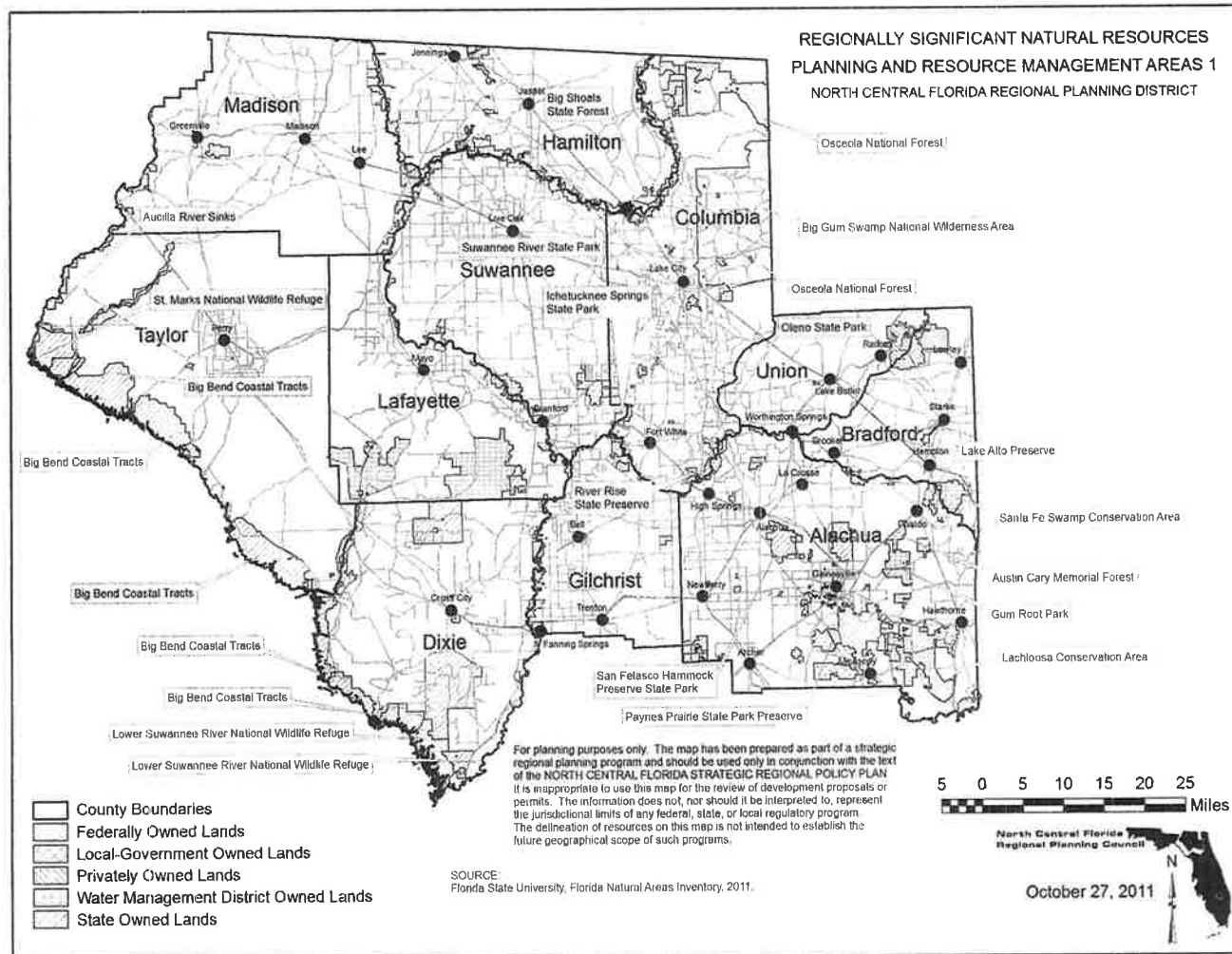


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ILLUSTRATION A -XI

REGIONALLY SIGNIFICANT NATURAL RESOURCES PLANNING AND RESOURCE MANAGEMENT AREAS 1

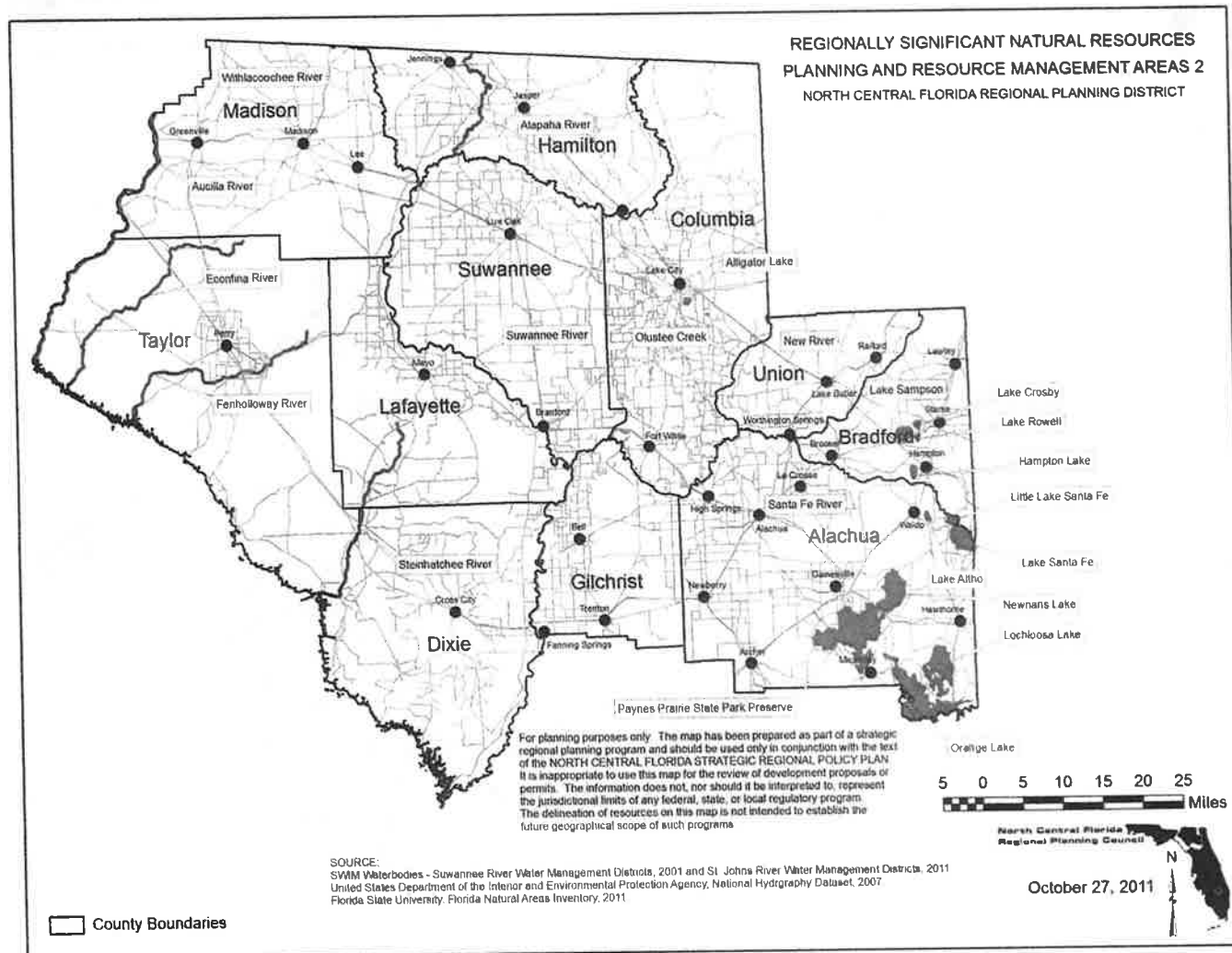


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ILLUSTRATION A -XII

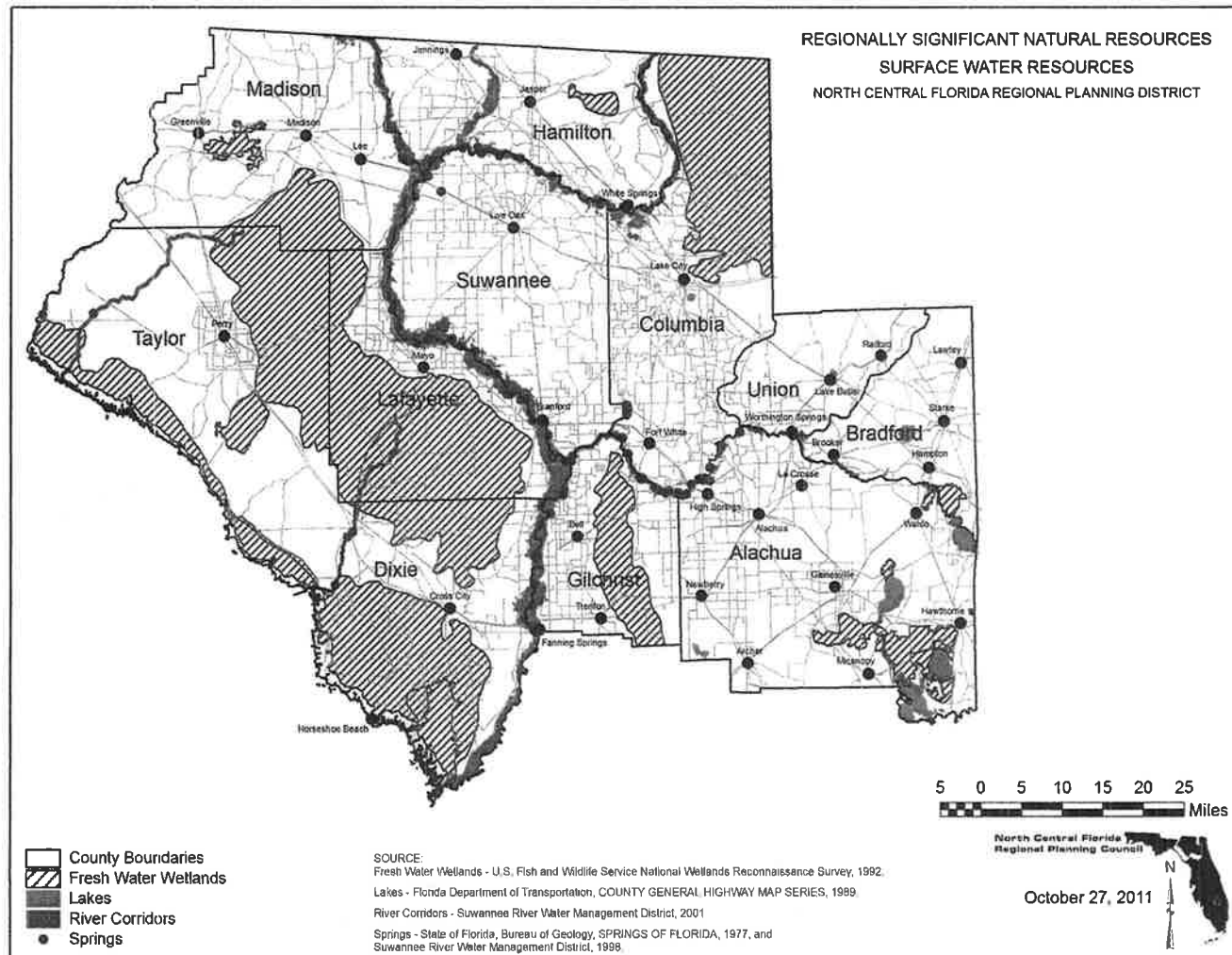
REGIONALLY SIGNIFICANT NATURAL RESOURCES PLANNING AND RESOURCE MANAGEMENT AREAS 2



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ILLUSTRATION A - XIII
REGIONALLY SIGNIFICANT NATURAL RESOURCES SURFACE WATER RESOURCES



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

Regional Planning Council: North Central FI
Review Date: 1/28/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 47
Local Government: City of Lake City
Local Government Item No.: CPA 15-02
State Land Planning Agency Item No.: 15-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (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: Interstate Highway 10, Interstate Highway 75, U.S. Highway 41, U.S. Highway 90, U.S. Highway 441, State Road 10A, State Road 47 and State Road 247. 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.

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 not located within a Natural Resource of Regional Significance as identified and mapped in the regional plan. Additionally, the amendment does not result in any change in intensity or density of use. Finally, the amendment retains an 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 updated 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 _____ No _____
Not Applicable _____X_____

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**

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II

TRAFFIC ELEMENT

INTRODUCTION

A ~~**traffic circulation transportation**~~ 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-Community Planning Act and accompanying Chapter 9J-5, Florida Administrative Code**~~. Further, the City's ~~**traffic circulation transportation**~~ system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional ~~**traffic circulation transportation**~~ 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 transportation**~~ needs. The objectives and policies herein provide a basis for addressing transportation needs within the City.

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 ~~**2002**~~ Quality/Level of Service Handbook.

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	SEGMENT DISTANCE (IN MILES)	LEVEL OF SERVICE
1	U.S. 90 / S.R. 10 From City West <u>limits Turner</u> <u>Road to I-75</u> <u>Lake City</u> <u>Avenue.</u>	4-D <u>2-D</u>	Principal Arterial I	Urban <u>Transition</u>	0.27 <u>0.54</u>	D
2	U.S. 90 / S.R. 10 From I-75 Lake <u>City Avenue to</u> <u>S.R. 247 C.R.</u> <u>252.</u>	6-D <u>4-D</u>	Principal Arterial I	Urban <u>Transition</u>	1.33 <u>0.28</u>	D
3	U.S. 90 / Duval St. From S.R. 247 <u>C.R. 252 to S.R.</u> <u>10A / Baya Ave</u> <u>I-75.</u>	6-D <u>4-D</u>	Principal Arterial I	Urban <u>Transition</u>	1.17 <u>0.50</u>	D
4	U.S. 90 / Duval St. From S.R. 10A / <u>Baya Ave I-75</u> to U.S. 441 / <u>Marion St. SW</u> <u>Bascom</u>	4-D <u>6-D</u>	Principal Arterial I	Urban <u>Transition</u>	0.90 <u>0.80</u>	D
5	U.S. 90 / Duval St. From U.S. 441 / <u>Marion St. SW</u> <u>Bascom to City</u> <u>east limits S.R.</u> <u>247.</u>	4-D <u>6-D</u>	Principal Arterial I	Urban <u>Transition</u>	0.96 <u>0.53</u>	D
6	U.S. 90 / Duval <u>St. From S.R.</u> <u>247 to Baya</u> <u>Avenue</u>	6-D	Arterial I	Transition	1.13	D
7	U.S. 90 / Duval <u>St. From Baya</u> <u>Avenue to U.S.</u> <u>41</u>	4-D	Arterial I	Transition	0.75	D
8	U.S. 90 / Duval <u>St. From U.S. 41</u> <u>to U.S. 441</u>	4-D	Arterial I	Transition	0.14	C
9	U.S. 90 / Duval <u>St. From U.S.</u> <u>441 to Colburn</u> <u>Avenue</u>	4-D	Arterial I	Transition	1.03	C

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	SEGMENT DISTANCE (IN MILES)	LEVEL OF SERVICE
<u>6-10</u>	U.S. 41 / 1st St. From City south limits to U.S. 90 / Duval St.	4-D	Principal Arterial	Urban	1.94	D
<u>7-11</u>	U.S. 41 / 1st St. From U.S. 90 / Duval St. to City north limits.	4-D	Principal Arterial	Urban	1.20	<u>DC</u>
<u>8-12</u>	U.S. 441 / Marion St. From City south limits to S.R. 10A / Baya Ave.	2-D	Principal Arterial	Urban	1.51	D
<u>9-13</u>	U.S. 441 / Marion St. From S.R. 10A / Baya Ave. to U.S. 90 / Duval St.	2-U	Principal Arterial	Urban	0.43	D
<u>10-14</u>	U.S. 441 / Marion St. From U.S. 90 / Duval St. to City north limits.	2-U	Principal Arterial	Urban	1.06	D
<u>11-15</u>	I-75 From S.R. 247 to U.S. 90.	6-D	Intrastate Highway System	Urban	1.14	C
<u>12-16</u>	I-75 From U.S. 90 to CSX Railroad.	6-D	Intrastate Highway System	Urban	1.88	C
<u>13-17</u>	S.R. 10A / Baya Ave. From U.S. 90 / Duval St. to U.S. 41 / 1st St.	4-D	Principal Arterial	Urban	0.84	D
<u>14-18</u>	S.R. 10A / Baya Ave. From U.S. 41 / 1st St. to City east limits.	4-D	Principal Arterial	Urban	1.17	D
<u>15-19</u>	S.R. 47 From City to U.S. 41 / 1st St.	4-D	Minor Arterial	Urban	0.68	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	SEGMENT DISTANCE (IN MILES)	LEVEL OF SERVICE
<u>16-20</u>	S.R. 247 From City west limits to U.S. 90 /S.R. 10.	2-U	Minor Arterial	Urban	0.42	D
<u>17-21</u>	C.R. 250 / N.W. Lake Jeffery Rd. From City west limits to U.S. 90 / Duval St.	2-U	Urban Collector	Urban	0.98	D
<u>18-22</u>	C.R. 100A / N.W. Bascom Norris Dr. From U.S. 41 / 1st St. to U.S. 441 / S.R. 47.	2-U	Urban Collector	Urban	0.36	D
<u>19-23</u>	C.R. 100 A / N.E. Bascom Norris Dr. From U.S. 441 / S.R. 47 to U.S. 90 / Duval St.	2-U	Urban Collector	Urban	2.61	D
<u>20-24</u>	Washington St. From N.W. Lake Jeffery Rd. to Patterson St.	2-U	Urban Collector	Urban	1.40	D
<u>21-25</u>	Washington St. From Patterson St. to C.R. 100A.	2-U	Urban Collector	Urban	1.26	D
<u>22-26</u>	Patterson St. From Washington St. to U.S. 90 / Duval St.	2-U	Urban Collector	Urban	0.38	D
<u>23-27</u>	Ermine St. From U.S. 90 / Duval St. to S.R. 10A / Baya Ave.	2-U	Urban Collector	Urban	0.40	D
<u>24-28</u>	McFarlane Ave. / Malone St. From S.R. 10A / Baya Ave. to U.S. 41 / 1st St.	2-U	Urban Collector	Urban	1.90	D
<u>25-29</u>	Long St. From C.R. 250 to U.S. 441.	2-U	Urban Collector	Urban	0.70	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	SEGMENT DISTANCE (IN MILES)	LEVEL OF SERVICE
<u>26-30</u>	C.R. 341 / Sisters Welcome Road From City south limits to U.S. 90 / S.R. 10.	2-U	Urban Collector	Urban	0.90	D
<u>27-31</u>	Gwen Lake Blvd. From U.S. 90 / Duval St. to end of pavement.	2-U	Urban Collector	Urban	1.06	D

D - Divided roadway.

U - Undivided roadway.

Policy II.1.2. The City shall control the number and frequency of connections and access points of driveways and roads to arterials and collectors by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, ~~in effect on January 1, 2006~~ and the following requirements for non-state roads:

1. Permitting 1 access point for ingress and egress purposes to a single property or development;
2. Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet;
3. Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or
4. Permitting more than 3 access points where a minimum distance of 1,000 feet is maintained between each access point.

Policy II.1.3. The City shall continue to require development to provide safe and convenient on-site traffic flow, which includes the provision for vehicle parking.

Policy II.1.4. The City shall continue to require 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 require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map, limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads, as identified on the Future Traffic Circulation Map.

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- 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 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 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 to be provided for by the developer or purchased as right-of-way.
- Policy II.4.1 The City shall 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. Such right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the road.
- 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.**

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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 Data and Analysis document of the City, 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 which are publicly owned and 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.

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 shall continue to enforce provisions within the site plan review process to protect air quality through the appropriate siting of development and associated public facilities.

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

OBJECTIVE V.2 The City in order to protect the quality and quantity of current and projected water sources, hereby establishes a 500 foot wellfield protection area around community water system wells. In addition, the City in order to protect high ground water recharge areas shall limit development in these areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

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- OBJECTIVE V.4 The City shall continue to include within the site and development plan approval process, provisions for the location and use of screens and buffers to preserve wildlife and wildlife habitats, the identification and protection of native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites these natural resources from impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Critical Wildlife Conservation Areas, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.
- Policy V.4.1 The City shall cooperate with the 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 in coordination with the Florida Fish and Wildlife Conservation Commission and the Florida Natural Areas Inventory.
- Policy V.4.3 The City shall consult with the Florida Fish and Wildlife 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 Environmental 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, which include but are not limited to those areas identified as environmentally sensitive areas, on the Future Land Use Plan Map of this Comprehensive Plan to ensure that the possible impacts created by the proposed development activity will not significantly alter the natural functions of these significant natural resources. All new development will 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 impact and recreation value of these areas is maintained.
- OBJECTIVE V.5 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.5.1 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.5.2 In an effort to conserve potable water, that at least 50 percent of the following required landscaped areas be comprised of vegetation native or indigenous to the north Florida area:
1. 10 percent of offstreet parking areas;
 2. 10 foot buffer between residential and commercial uses;

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3. 15 foot buffer between single family uses and multi-family uses or mobile home parks; and
4. 25 foot buffer between residential and industrial uses.

Policy V.5.3 The City shall require that faucets for private lavatories shall be designed, manufactured and installed to deliver water flow rate not to exceed 3.0 gallons per minute and further, that water closets, either flush tank or flushometer operated, shall be designed, manufactured and installed to be operable and adequately flushed with no more than 4.0 gallons per flushing cycle.

OBJECTIVE V.6 The City shall coordinate with the Water Management District to assess projected water needs and resources in order to project water needs and sources for a minimum 10-year period.

Policy V.6.1 The City shall ensure sufficient capacity of safe water to serve the projected demands through the year ~~2016~~ **2025** and beyond by establishing standards for ongoing plant analysis.

Policy V.6.2 The City shall coordinate with the Water Management District through the implementation of the District's Regional Water Supply Plan to ensure adequate water supplies for the City Service area through and beyond the year 2016.

OBJECTIVE V.7 The City shall coordinate with the Water Management District to balance the needs of reasonable and beneficial water use with the needs and protection of natural systems.

Policy V.7.1 The City shall coordinate with the Water Management District and other appropriate agencies to protect the natural systems from the impacts of groundwater contamination.

OBJECTIVE V.8 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 ~~February 27, 2003~~ **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 ~~July 17, 2001~~ **October 27, 2011**;
2. Regionally Significant Natural Resources - Natural Systems, dated ~~July 17, 2001~~ **October 27, 2011**;
3. Regionally Significant Natural Resources - Planning and Resource Management Areas, dated ~~July 17, 2001~~ **October 27, 2011**;
4. Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), ~~July 17, 2001~~ **October 27, 2011**; and
5. Regionally Significant Natural Areas - Surface Water Resources, dated ~~July 17, 2001~~ **October 27, 2011**.

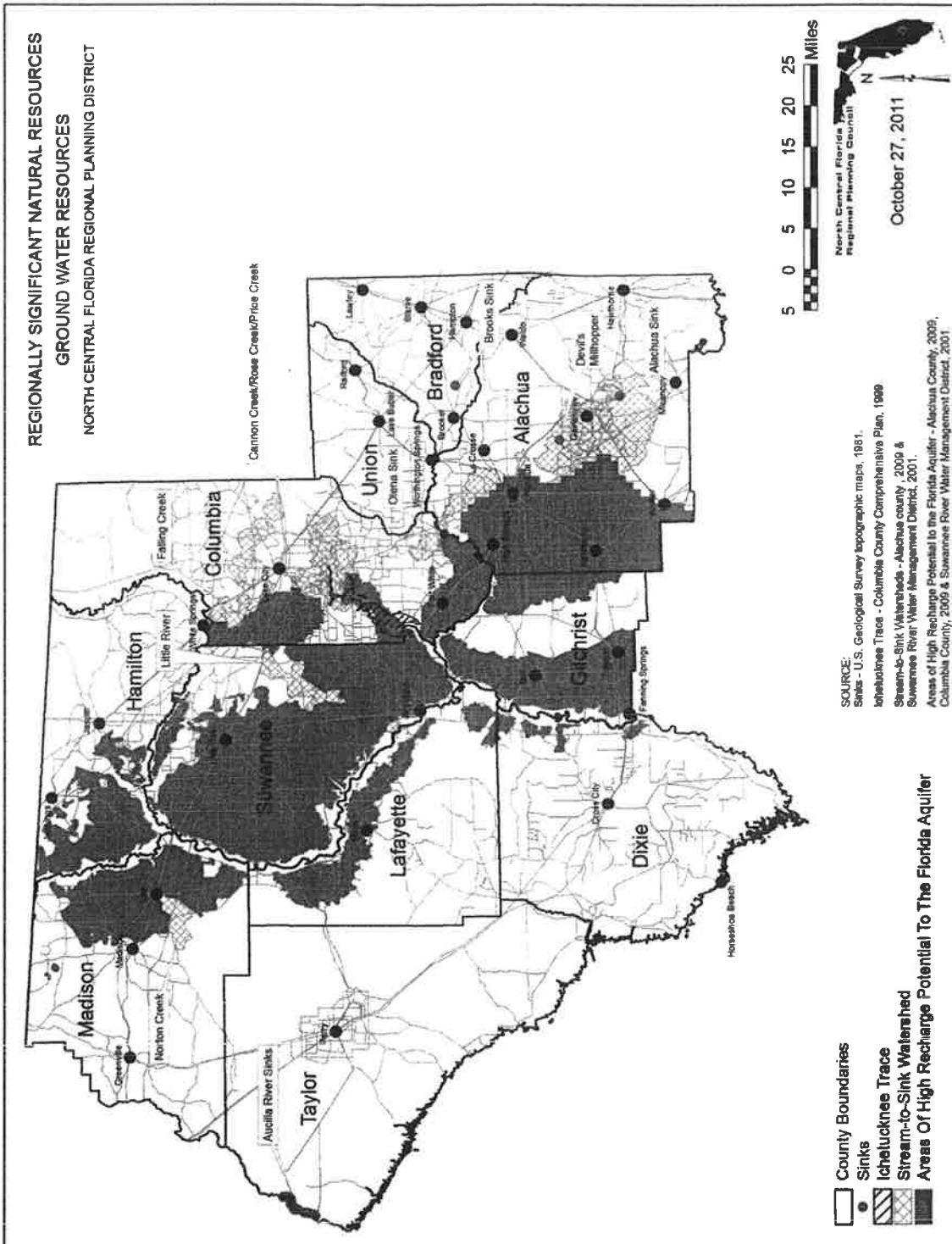
The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.

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- Policy V.8.1 The map entitled Regionally Significant Natural Resources - Ground Water Resources, dated ~~**July 17, 2001**~~ **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 V.8.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated ~~**July 17, 2001**~~ **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.8.3 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated ~~**July 17, 2001**~~ **October 27, 2011**, included within the Future Land Use Map Series, identifies publicly 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.8.4 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated ~~**July 17, 2001**~~ **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.8.5 The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated ~~**July 17, 2001**~~ **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 protection policy of this element.

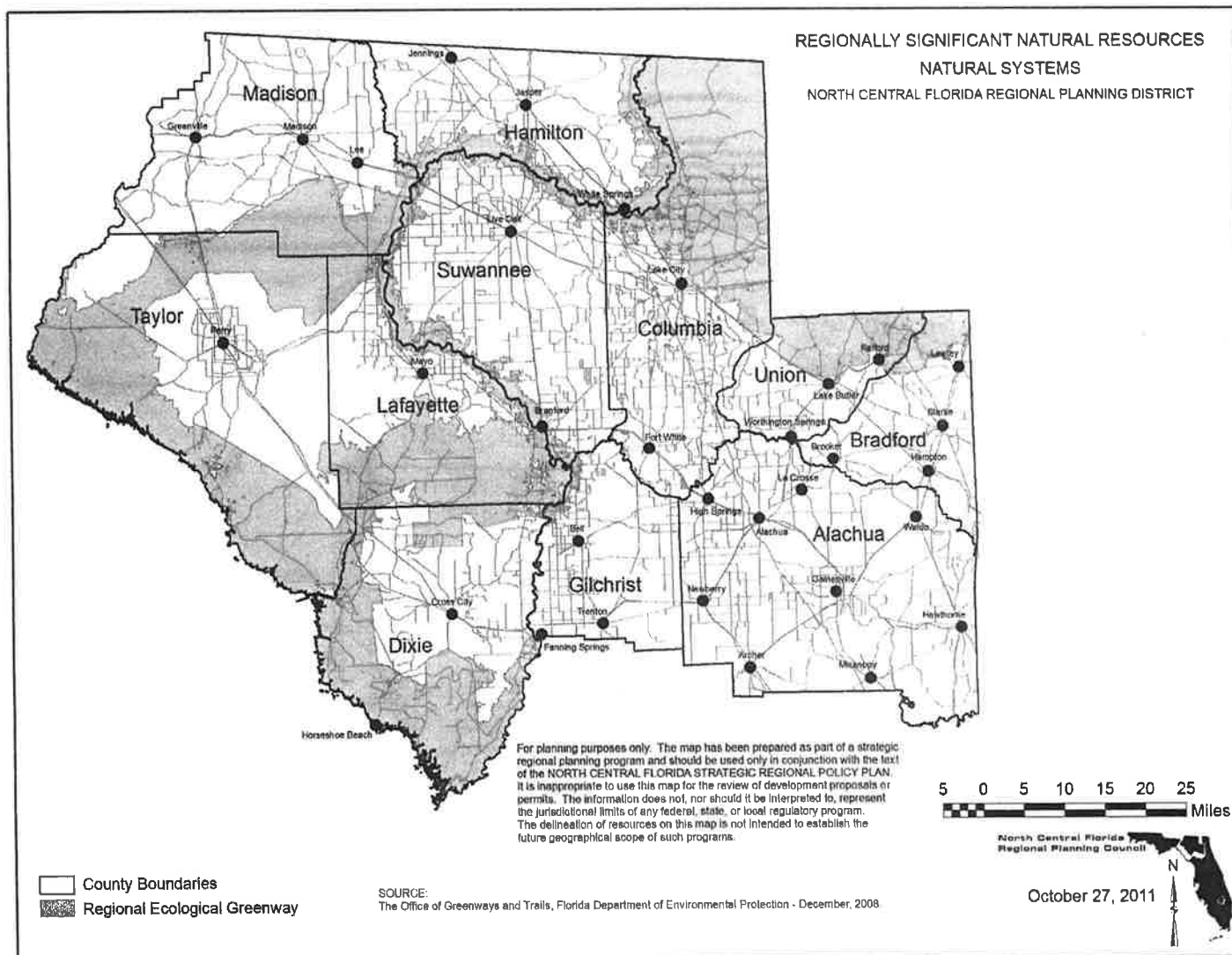
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ILLUSTRATION A-XI a
REGIONALLY SIGNIFICANT NATURAL RESOURCES
GROUNDWATER RESOURCES



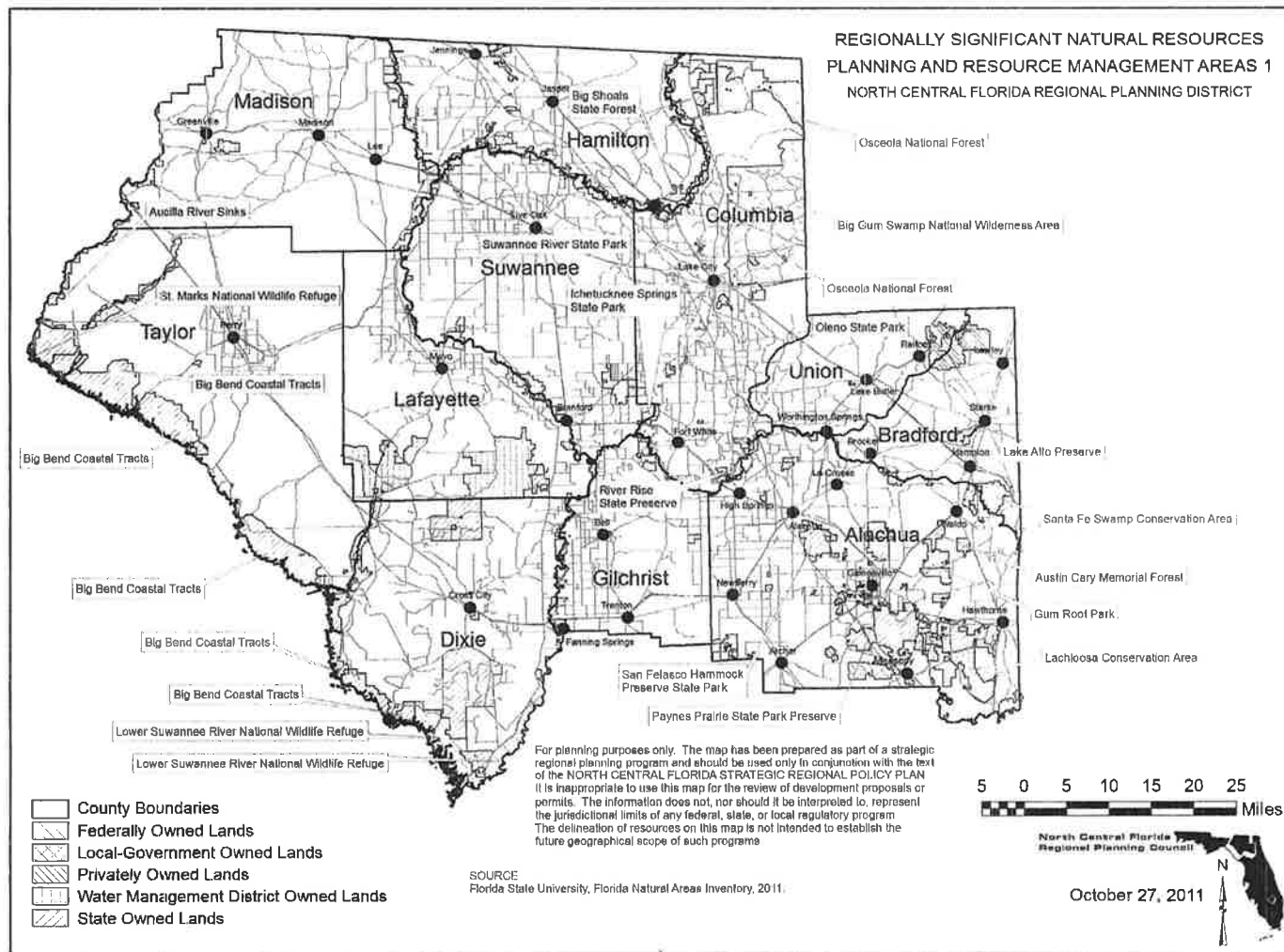
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ILLUSTRATION A-XI b
REGIONALLY SIGNIFICANT NATURAL RESOURCES
NATURAL SYSTEM



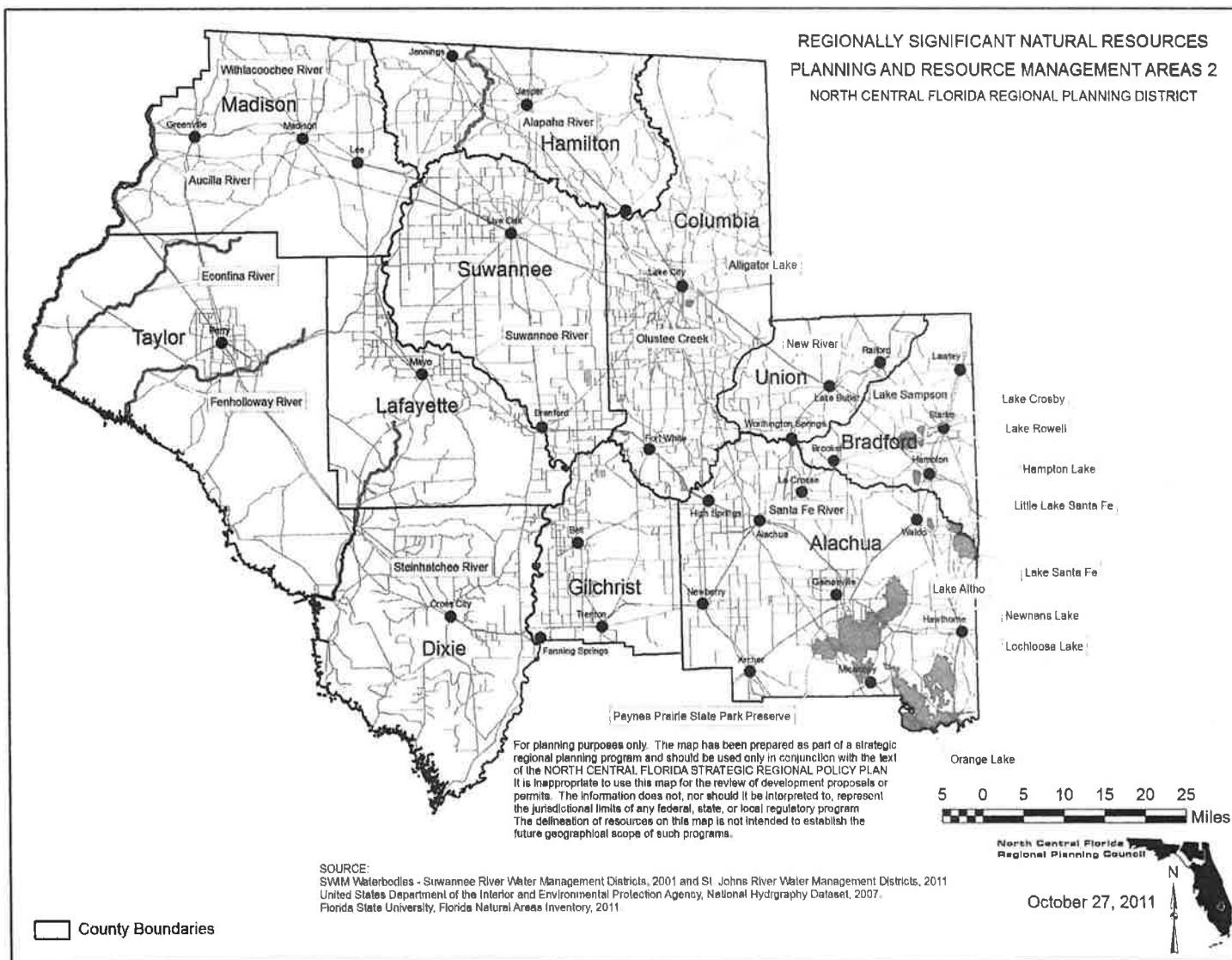
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ILLUSTRATION A-XI c
REGIONALLY SIGNIFICANT NATURAL RESOURCES
PLANNING AND RESOURCE MANAGEMENT AREAS 1



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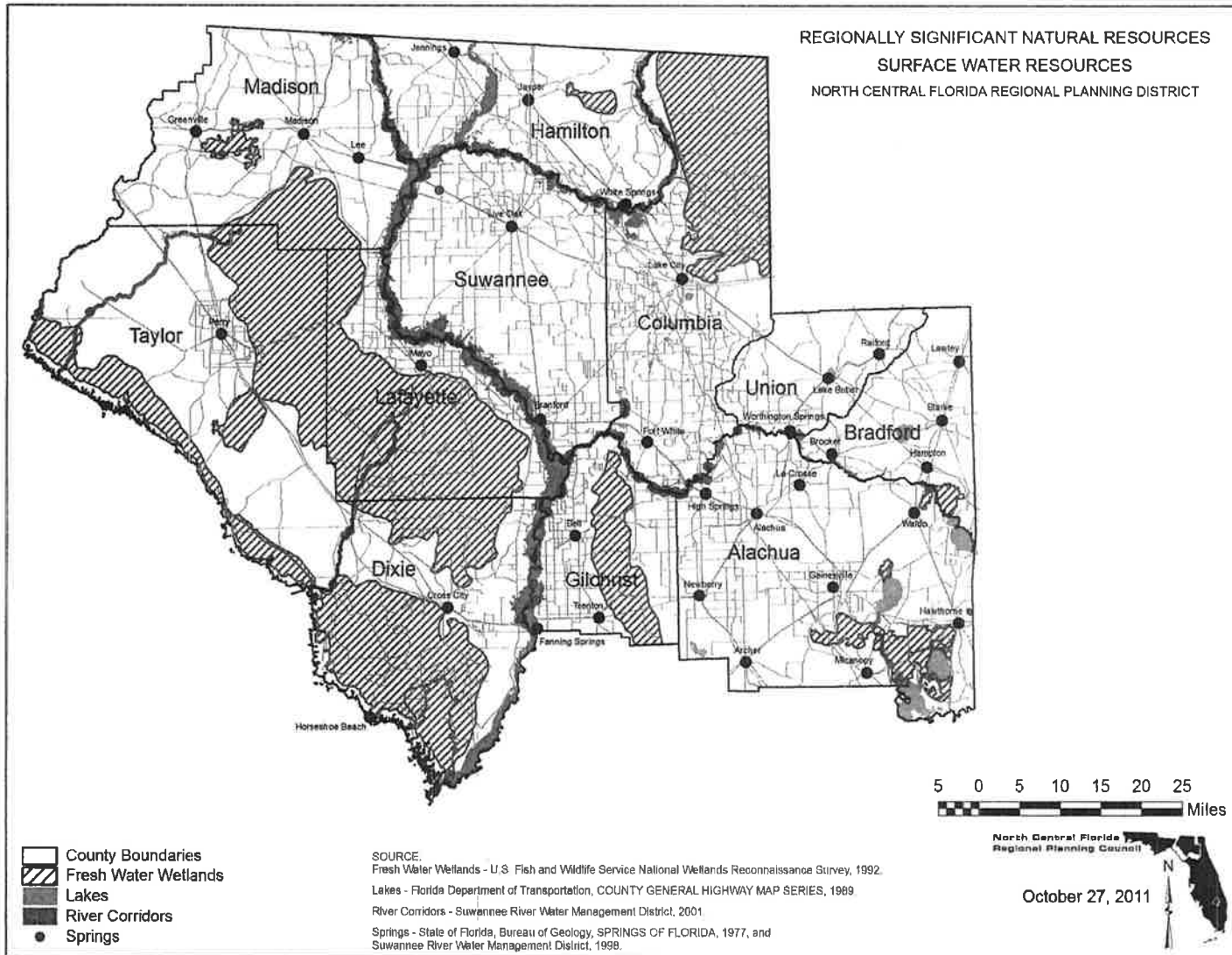
ILLUSTRATION A-XI d
REGIONALLY SIGNIFICANT NATURAL RESOURCES
PLANNING AND RESOURCE MANAGEMENT AREAS 2



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ILLUSTRATION A-XI e
REGIONALLY SIGNIFICANT NATURAL RESOURCES
SURFACE WATER RESOURCES



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

Regional Planning Council: North Central Fl
Review Date: 1/28/16
Amendment Type: Draft Amendments

Regional Planning Council Item No.: 48
Local Government: Suwannee County
Local Government Item Nos: CPA 15-12 &
CPA 15-13
State Land Planning Agency Item No: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (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

County item CPA 15-12 reclassifies 644 acres on the Future Land Use Plan Map from Agriculture - 1, Commercial Highway Interchange, Public and Industrial to Employment Center. County item CPA 15-13 reclassifies 753.5 acres on the Future Land Use Plan Map from Recreation, Agriculture-1, and Environmentally Sensitive II to Employment Center (see attached).

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

CPA 15-12

The subject property of County item CPA 15-12 is located adjacent to the intersection of Interstate Highway 10 and U.S. Highway 90, both of which are identified as part of the Regional Road Network in the North Central Florida Strategic Regional Policy Plan. Additionally, the subject property is located within an Area of High Recharge Potential to the Floridan Aquifer, which is identified and mapped as Natural Resource of Regional Significance in the regional plan.

The local government data and analysis report indicates that two closest segments of U.S. Highway 90 are anticipated to operate at Level of Service E should the subject property be developed to its maximum allowable intensity of use, which will result in the segments not meeting the minimum level of service standards in both the County Comprehensive Plan. However, the County Comprehensive contains goals and policies implementing Transportation Planning Best Practices identified in the regional plan. Regional plan policy 5.1.3 establishes a minimum level of service planning standard of E for segments of the regional road network located in rural area for local government whose plans contain Transportation Planning Best Practices. Therefore, significant adverse impacts are not anticipated to occur to these two segments of U.S. Highway 90 should the subject property be built to its maximum allowable intensity of use (see attached).

Furthermore, significant adverse impacts are not anticipated to occur to the Natural Resource of Regional Significance as a result of the amendment as the County Comprehensive Plan contains adequate policy direction to mitigate significant adverse impacts to the Area of High Recharge Potential to the Floridan Aquifer consistent with the regional plan (see attached).

CPA 15-13

The subject property of County item CPA 15-13 is located adjacent to the intersection of U.S. Highway 129 and the Suwannee River Corridor. U.S. Highway 129 is identified and mapped as part of the Regional Road Network in the North Central Florida Strategic Regional Policy Plan. Additionally, the Suwannee River Corridor is identified and mapped in the regional plan as a Natural Resource of Regional Significance. Additionally, the subject property is located within the North Central Florida Regional Ecological Greenway which is also identified and mapped in the regional plan as a Natural Resource of Regional Significance.

Significant adverse impacts are not anticipated to occur to U.S. Highway 129 as a result of the amendment. The local government data and analysis report states that U.S. Highway 129 is anticipated to operate at level of service D, which meets the minimum level of service standard contained in both county and regional plans.

Adverse impact may occur to the North Central Florida Regional Ecological Greenway as well as the Suwannee River Corridor should the subject property be developed to its maximum allowable intensity of use. It is recommended that the County consider adding protective policies, such as buffer requirements, to protect these Natural Resources of Regional Significance.

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 amendments.

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 County and the Florida Department of Economic Opportunity.

R11E

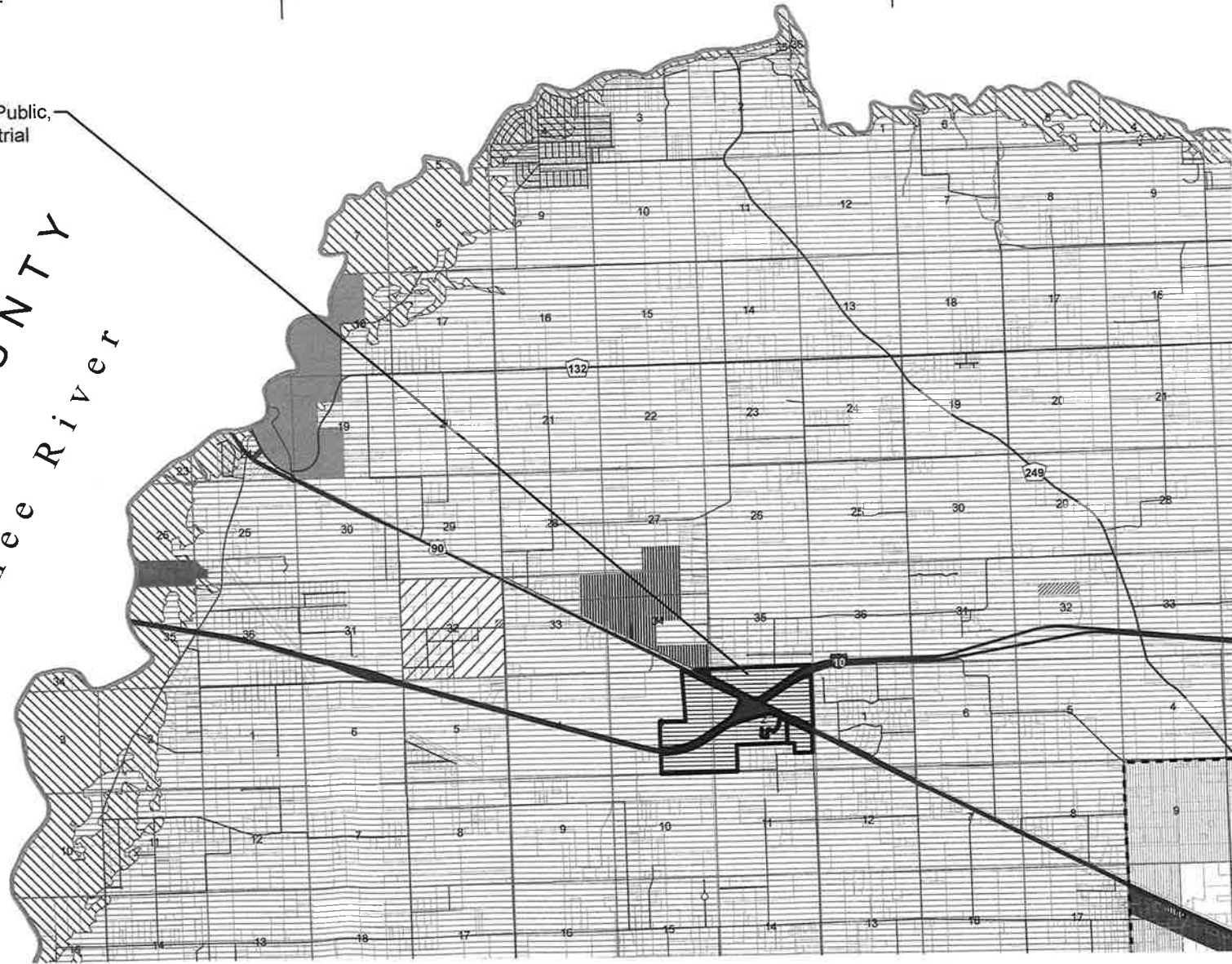
R12E

R13E

AMENDMENT NO. CPA 15-12

From: Agriculture - 1 (≤ 1 d.u. per 5 acres), Public,
Commercial Highway Interchange, and Industrial
To: Employment Center

MADISON COUNTY
Suwannee River



R14E

R15E

PROPOSED

Suwannee County

Future Land Use Plan Map 2023

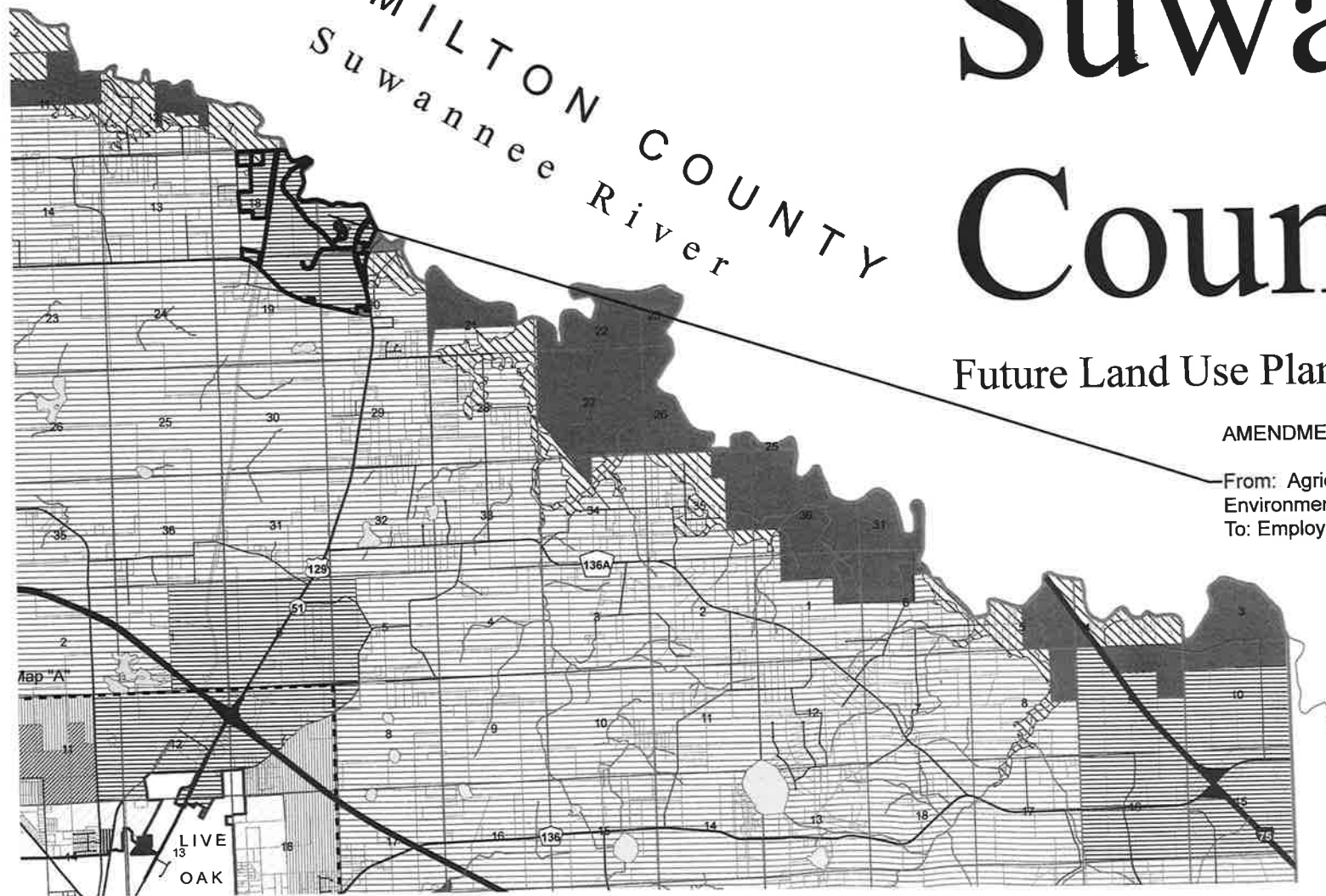
AMENDMENT NO. CPA 15-13

From: Agriculture - 1 (≤ 1 d.u. per 5 acres),
Environmentally Sensitive Areas - 2, and Recreation
To: Employment Center

T1S

T2S

HAMILTON COUNTY
Suwannee River



**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN**

II 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 County 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 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 Transportation Element is coordinated and consistent with the remaining plan elements as required by the Local Government Comprehensive Planning and Land Development Regulation Act. Further, the County'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 County.

TRANSPORTATION GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVE II.1 The County shall maintain a safe, convenient and efficient level of service standard for all roadways.

Policy II.1.1 Establish the Service Standards as noted below at peak hour for the following roadway segments within the County as defined within the Florida Department of Transportation 2013 Quality/Level of Service Handbook.

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	I-75 (from Columbia County line to S.R. 136)	6 D	Existing Strategic Intermodal System	Freeway Rural	B
2	I-75 (from C.R. 136 to Hamilton County line)	6 D	Existing Strategic Intermodal System	Freeway Rural	B
3	I-10 (from Madison County to U.S. 90)	4 D	Existing Strategic Intermodal System	Freeway Rural	B
4	I-10 (from U.S. 90 to S.R. 51)	4 D	Existing Strategic Intermodal System	Freeway Rural	B
5	I-10 (from S.R. 51 to C.R. 137)	4 D	Existing Strategic Intermodal System	Freeway Rural	B
6	I-10 (from C.R. 137 to Columbia County line)	4 D	Existing Strategic Intermodal System	Freeway Rural	B
7	U.S. 129/S.R. 51 (from Palm to 70th Street)	4 D	State Highway System	Rural	D
8	U.S. 129/S.R. 51 (from 70th Street to I-10)	4 D	State Highway System	Highway Rural	D
9	U.S. 129/S.R. 51 (from I-10 to Hamilton County line)	2 U	State Highway System	Highway Rural	D
10	S.R. 51 (from Lafayette County line to Southwest Live Oak City Limits)	2 U	State Highway System	Highway Rural	D
11	U.S. 129 (from Feed Mill Ave to Manor Street)	2 U	Minor Arterial	Rural	D
12	U.S. 90 (from Madison County line to I-10)	2 U	State Highway System	Highway Rural	D
13	U.S. 90 (from I-10 to Urban Boundary (133rd Road) of Live Oak)	2 U	State Highway System	Highway Rural	D

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
14	U.S. 90 (from Urban Boundary (133rd Road) to Northwest City Limits of Live Oak)	2 U	State Highway System	Arterial I Transition	D
15	U.S. 90 (from east City Limits of Live Oak to C.R. 49)	2 U	State Highway System	Arterial Community	D
16	U.S. 90 (from C.R. 49 to Columbia County line)	2 U	State Highway System	Highway Rural	D
17	U.S. 27 (from Southeast Town Limits of Branford to Columbia County line)	2 U	State Highway System	Highway Rural	D
18	S.R. 49 (from Gilchrist County line to U.S. 27)	2 U	State Highway System	Highway Rural	D
19	S.R. 247 (from East Town Limits of Branford to Columbia County line)	2 U	State Highway System	Highway Rural	D
20	S.R. 136 (from I-75 East ramps to Columbia County line)	2 U	State Highway System	Highway Rural	D
21	C.R. 132 (from I-10 to S.R. 51)	2 U	Major Collector	Rural	D
22	C.R. 795 (from Suwannee County line to I-10)	2 U	Major Collector	Rural	D
23	C.R. 795 (from I-10 to North City Limits of Live Oak)	2 U	Major Collector	Rural	D
24	C.R. 136 (from C.R. 250 to West City Limits of Live Oak)	2 U	Major Collector	Rural	D
25	C.R. 136 (from East City Limits of Live Oak to I-10)	2 U	Major Collector	Rural	D
26	C.R. 136 (from I-10 to I-75)	2 U	Major Collector	Rural	D
27	C.R. 250 (from West Suwannee County line to S.R. 51)	2 U	Major Collector	Rural	D

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
28	C.R. 250 (from S.R. 137 to East Suwannee County line)	2 U	Major Collector	Rural	D
29	C.R. 49 (from U.S. 90 to S.R. 20)	2 U	Major Collector	Rural	D
30	C.R. 137 (from S.R. 136 to I-10)	2 U	Major Collector	Rural	D
31	C.R. 137 (from I-10 to U.S. 90)	2 U	Major Collector	Rural	D
32	C.R. 137 (from U.S. 90 to U.S. 20)	2 U	Major Collector	Rural	D
33	C.R. 10-A (from U.S. 137 to U.S. 90)	2 U	Major Collector	Rural	D
34	C.R. 252 (from S.R. 51 to U.S. 129)	2 U	Major Collector	Rural	D
35	C.R. 252 (from U.S. 129 to East Suwannee County line)	2 U	Major Collector	Rural	D
36	C.R. 349 (from S.R. 51 to U.S. 129)	2 U	Major Collector	Rural	D
37	C.R. 136-A (from S.R. 51 to C.R. 132)	2 U	Minor Collector	Rural	D
38	C.R. 248 (from Southwest Suwannee County line to U.S. 129)	2 U	Minor Collector	Rural	D
39	C.R. 248 (from U.S. 129 to C.R. 49)	2 U	Minor Collector	Rural	D
40	C.R. 417 (from S.R. 136 to I-10)	2 U	Minor Collector	Rural	D
41	C.R. 417 (from I-10 to U.S. 90)	2 U	Minor Collector	Rural	D
42	River Road (from U.S. 129 to C.R. 132)	2 U	Minor Collector	Rural	D
43	Falmouth Road (from C.R. 1322 to U.S. 90)	2 U	Minor Collector	Rural	D
44	Falmouth Road (from U.S. 90 to I-10)	2 U	Minor Collector	Rural	D

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
45	Newburn Road (from I-10 to C.R. 250)	2 U	Minor Collector	Rural	D
46	Clayland Road (from C.R. 250 to S.R. 51)	2 U	Minor Collector	Rural	D
47	Olive Road (from C.R. 132 to U.S. 90)	2 U	Minor Collector	Rural	D
48	Mitchell Road (from River Road to U.S. 90)	2 U	Minor Collector	Rural	D
49	River Road (from C.R. 136 to I-10)	2 U	Minor Collector	Rural	D
50	River Road (from I-10 to U.S. 90)	2 U	Minor Collector	Rural	D
51	Skeen Road (from C.R. 136-A to C.R. 136)	2 U	Minor Collector	Rural	D
52	Adams Road (from C.R. 137 to East Suwannee County line)	2 U	Minor Collector	Rural	D
53	Hogan Road (from C.R. 136 to I-10)	2 U	Minor Collector	Rural	D
54	Hogan Road (from I-10 to C.R. 137)	2 U	Minor Collector	Rural	D
55	Flag Pond Road (from C.R. 49 to U.S. 90)	2 U	Minor Collector	Rural	D
56	Beulah Road (from C.R. 250 to Charles Springs Road)	2 U	Minor Collector	Rural	D
57	Charles Springs Road (from Beulah Road to S.R. 51)	2 U	Minor Collector	Rural	D
58	Young Road (from Clayland Road to S.R. 51)	2 U	Minor Collector	Rural	D
59	Alison Road (from S.R. 51 to Luraville Road)	2 U	Minor Collector	Rural	D
60	Marabel Road (from Luraville Road to C.R. 349)	2 U	Minor Collector	Rural	D

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
61	Luraville Road (from Charles Springs Road to C.R. 349)	2 U	Minor Collector	Rural	D
62	Friendship Road (from C.R. 349 to Hughes Road)	2 U	Minor Collector	Rural	D
63	Hughes Road (from S.R. 51 to Brannen Road)	2 U	Minor Collector	Rural	D
64	Holmes Road (from Hughes Road to U.S. 129)	2 U	Minor Collector	Rural	D
65	Prevatt Road (from Hughes Road to U.S. 129)	2 U	Minor Collector	Rural	D
66	Pleasant Hill Road (from Prevatt Road to C.R. 249)	2 U	Minor Collector	Rural	D
67	McAlpin Road (from U.S. 129 to C.R. 49)	2 U	Minor Collector	Rural	D
68	Leona Road (from C.R. 49 to Stansal Road)	2 U	Minor Collector	Rural	D
69	Stansal Road (from C.R. 252 to Leona Road)	2 U	Minor Collector	Rural	D
70	Brennan Road (from C.R. 349 to U.S. 129)	2 U	Minor Collector	Rural	D
71	Howell Road (from U.S. 129 to C.R. 49)	2 U	Minor Collector	Rural	D
72	Market Road (from C.R. 49 to East Suwannee County line)	2 U	Minor Collector	Rural	D
73	River Junction Road (from U.S. 27 to C.R. 49)	2 U	Minor Collector	Rural	D
74	Ichetucknee Springs Road (from C.R. 137 to Southeast Suwannee County line)	2 U	Minor Collector	Rural	D

D - Divided Roadway

U - Undivided Roadway

- Policy II.1.2 The County shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan and the following requirements for County roads:
1. For all land uses permit 1 access point for ingress and egress purposes to a single building site;
 2. For all land uses, excepting residential land uses, permit 2 access points, for a single building site, if the minimum distance between the two access points exceeds 20 feet;
 3. For all land uses, excepting residential land uses, permit 3 access points, for a single building site, if the minimum distance between each access point is at least 100 feet; or
 4. For all land uses, excepting residential, permit more than 3 access points, for a single building site where a minimum distance of 1000 feet is maintained between each access point.
- Policy II.1.3 The County shall require the provision of safe and convenient on-site traffic flow, which includes the provision for vehicle parking, which shall be located on the same lot or parcel of land the parking is intended to serve. Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of 10 feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size. The County may allow the establishment of such offstreet parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.
- Policy II.1.4 The County shall, for any development located within the designated urban development areas, which is required to provide a site plan or any development located within designated urban development areas requiring platting, include requirements for an additional 10 foot 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.
- OBJECTIVE II.2 The County shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map, by limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads.
- Policy II.2.1 The County 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 jurisdictional authority, the County 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.
- Policy II.2.2 The County shall coordinate the traffic circulation system improvements with the provisions of the adopted Suwannee River Management Plan prepared pursuant to Florida Statutes Chapter 380, by the Suwannee River Resource Planning and Management Committee.

- OBJECTIVE II.3 The County shall 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 County 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 County shall provide for the protection of future rights-of-way from building encroachment by establishing right-of-way setback requirements, as provided in the rights-of-way policy of this element, for all structures along new or realigned collector and arterial roadways.
- Policy II.4.1 The County shall include provisions which require all structures along new or realigned collector or arterial roadways to provide an additional setback of 50 feet as measured from the centerline of the right-of-way 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 County shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
- Policy II.4.8 The County shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.

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 County's natural resources. The data collected for this plan element and analysis of this data, contained in the County's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of 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 lands which have been designated "conservation" for the purposes of protecting natural resources or environmental quality.

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 COUNTY TO MAINTAIN THE INTEGRITY OF NATURAL FUNCTIONS.

- | | |
|---------------|--|
| OBJECTIVE V.1 | The County shall establish provisions within the site plan review process to protect air quality by requiring the appropriate siting of development and associated public facilities. |
| Policy V.1.1 | The County shall require that all appropriate air quality permits are obtained prior to the issuance of development orders, so that minimum air quality levels established by the Florida Department of Environmental Protection are maintained in the County. |
| OBJECTIVE V.2 | The County, in order to protect the quality and quantity of current and projected water sources, hereby establishes a 300 foot wellfield protection area around community water system wells. In addition, the County in order to protect high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan shall limit development in these areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan. |
| Policy V.2.1 | The County as part of the development review process shall require the coordination of development plans with the Florida Department of Environmental Protection and the Water Management District to assist in the monitoring uses which may impact the County's current and projected water sources. |

- Policy V.2.2 The County shall protect the present water quality classification established by the Florida Department of Environmental Protection by prohibiting industrial uses, commercial uses and intensive agricultural uses, such as milking barns and chickenhouses, to be located adjacent to the County's surface water bodies.
- Policy V.2.3 The County shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands by the State of Florida, Water Management District, or U.S. Government, under the programs administered by the U.S. Department of Interior, Florida Department of Natural Resources or the land acquisition programs of the Water Management District.
- Policy V.2.4 The County shall require a 35-foot natural buffer around all wetlands, unless said wetlands are subject to a dredge and fill permit issued by the U.S. Army Corps of Engineers or the Florida Department of Environmental Protection, and prohibit the location of agriculture, residential, recreational, public, commercial and industrial land uses, and mining operations within the buffer areas, but allow resource-based recreational activities within buffer areas and silviculture uses within buffer areas subject to the provisions of silviculture policies of this element.
- Policy V.2.5 The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy V.2.6 The County 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 County shall provide for the regulation of development within 100-year floodplains of the Suwannee, Santa Fe and Ichetucknee Rivers by establishing these areas as Environmentally Sensitive in accordance with the land use classification policy contained in the Land Use Element of this Comprehensive Plan. In addition, 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, the County shall adopt flood damage prevention regulations and shall continue to enforce the provisions of the National Flood Insurance Program.
- Policy V.2.8 Unless wetlands are subject to a dredge and fill permit issued by the U.S. Army Corps of Engineers or the Florida Department of Environmental Protection, the County shall conserve wetlands by prohibiting any development, excepting mining operations, or dredging and filling which would alter the natural functions of wetlands and regulating mining operations within wetlands, as stated in the mining policy contained in the Land Use Element of this Comprehensive Plan. Where no other alternative for development exists, excepting mining operations, mitigation will be considered as a last resort using criteria established within the rules of the Florida Department of Environmental Protection, in effect upon amendment of this Comprehensive Plan. For the purposes of this Comprehensive Plan "wetlands" means those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are

classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

- Policy V.2.9 The County shall support the Water Management District in their conducting of water conservation programs.
- Policy V.2.10 The County shall comply with the plans of the Water Management District for the emergency conservation of water sources.
- Policy V.2.11 The County shall limit development and associated impervious surfaces in high groundwater aquifer recharge areas designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan, in accordance with the requirements stipulated in the high groundwater aquifer recharge policy contained in the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan in order to maintain the natural features of these areas.
- Policy V.2.12 The County as part of the development review process shall require the maintenance of the quantity and quality of surface water runoff within natural drainage basins.
- Policy V.2.13 The County shall only allow hazardous and bio-medical waste treatment facilities as special permits within areas designated agricultural and located within the rural area of the County. Further, the County's land development regulations shall include the following conditions for such approval of a hazardous and bio-medical waste treatment facility as a special permit:
1. The location, site design and buffer requirements for the facility shall consider wind currents in relationship to population centers, which will direct any incinerated materials or noxious odors from these populations centers;
 2. The facility shall access to principal arterials and major intersections;
 3. The facility shall be required to be served by a community potable water system and a centralized sanitary sewer system; and
 4. In no case shall a hazardous or bio-medical waste treatment facility be located within an Environmentally Sensitive Area as designated within this Comprehensive Plan.

Policy V.2.14

The County shall require a minimum undisturbed vegetated buffer of 75 feet measured from the generally recognized river bank of any Outstanding Florida Water as classified by the Florida Department of Environmental Protection and any other river of the Suwannee River System, and 50 feet adjacent to all other streams tributary to any such Outstanding Florida Water and any other river of the Suwannee River System, be maintained for all single-family residential uses and agricultural uses. Excepting single family residential uses and agricultural uses, as provided for above all other permitted land uses shall conform with the variable buffer requirements contained in rule 40B-4.3030(12) Florida Administrative Code, as administered by the Suwannee River Water Management District in effect upon adoption of this policy. Exception shall be made for the provision of reasonable access to the river; resource based recreational activities within buffer areas; and silviculture activities conducted in accordance with the silviculture policies of this element.

Policy V.2.15

The County shall require a 50-foot minimum undisturbed vegetated buffer adjacent to all other perennial rivers, streams and creeks, unless said waterbodies are subject to a dredge and fill permit issued by the U.S. Army Corps of Engineers or the Florida Department of Environmental Protection and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow resource-based recreational activities within buffer areas and silviculture uses within buffer areas in accordance with the silviculture policies of this element.

Policy V.2.16

Silviculture practices conducted in Agricultural, Conservation and Environmentally Sensitive Area land use categories designated on the Future Land Use Plan Map shall be limited to tree harvesting methods which are compatible with the maintenance of the natural functions of wetlands. Such silviculture practices shall be conducted in accordance with the silviculture policies of this element as modified by the following standards:

Conduct silviculture practices in a manner that:

1. The natural hydrology and hydroperiod of wetlands are maintained and state water quality standards are not violated;
2. There is no conversion of wetland systems to upland systems; and
3. There is no conversion to other wetland systems except for the beneficial alteration of degraded wetlands to restore the wetlands as they existed prior to having been degraded or altered.

Policy V.2.17

Silviculture activities shall follow the best management practices outlined in the publications titled Silviculture Best Management Practices Manual (Revised 2008, Florida Department of Agriculture and Consumer Services, Florida Forest Service) and Management Guidelines for Forested Wetlands in Florida (December 1988, Florida Department of Agriculture and Consumer Services, Division of Forestry and Florida Forestry Association) except that:

1. The Primary Streamside Management Zone criteria, contained in best management practices as provided in Silviculture Best Management Practices Manual (Revised 2008, Florida Department of Agriculture and Consumer Services, Florida Forest Service), will be applied within 150 feet of Outstanding Florida Waters as classified by the Florida Department of Environmental Protection and any other river of the Suwannee River System, however, the 75 feet immediately adjacent to and including the normally recognized bank of such Outstanding Florida Waters and any other river of the Suwannee River System shall be left in its natural state as an undisturbed vegetated buffer pursuant to Chapter 40B-4.3030(12), Florida Administrative Code, in effect upon adoption of this policy; and
2. The Primary Streamside Management Zone criteria in forested wetland areas shall be applied within 75 feet of perennial rivers, streams and creeks greater than 30 feet in width if the silviculture policies of this element do not apply.

Policy V.2.18	Following the publication of any future editions of the Silviculture Best Management Practices Manual 2008 edition, by the Florida Department of Agriculture and Consumer Services, Florida Forest Service or Management Guidelines for Forested Wetlands in Florida, by the Florida Department of Agriculture and Consumer Services, Florida Forest Service and Florida Forestry Association, the County shall review and consider any such editions for adoption as an amendment to this Comprehensive Plan.
Policy V.2.19	The County hereby adopts and shall maintain a Master Ecological Corridor Protection Map, Illustration A-XII, covering the upland areas within 1/4 mile of the natural waterways in the Suwannee River, Santa Fe River, Lake Louise and the Itchenutuckee River to further the environmental protection goals prepared by the Suwannee River Water Management District, Federal, State or other local governments.
OBJECTIVE V.3	The County shall require special mining permits and that such permits be coordinated with the Florida Department of Environmental Protection; require that all subdivision plats be approved in a manner which will protect and conserve the natural functions of soils; and establishing a coordination process by which adjacent local governments, other governmental entities and research and interest groups have input into the identification and preservation of unique vegetative communities.
Policy V.3.1	The County shall require that any mining permit be coordinated with the Florida Department of Environmental Protection so that areas disturbed by mining activities are reclaimed to productive and beneficial use.
Policy V.3.2	The County shall review any comments provided by the Soil and Water Conservation District concerning proposed subdivision plats regarding topographic, hydrologic and vegetative cover factors in order to protect and conserve the natural functions of soils by the proposed development.
Policy V.3.3	The County shall consider flexible and creative concepts in development plans, where development retains forest resources located on the site to be maintained as open spaces to provide for recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.

Policy V.3.4	The County shall cooperate with adjacent local governments, other governmental entities, research and interest groups to conserve and protect unique vegetative communities located within the County and adjacent local government jurisdictions.
OBJECTIVE V.4	The County shall continue to include within the land development regulations,-best management practices for the conservation, appropriate use and protection of fisheries, wildlife and wildlife habitats, identify, as provided in the critical wildlife habitat policy of this element, and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protect these natural resources from the impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Critical Wildlife Conservation Areas, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.
Policy V.4.1	The County shall cooperate with the Florida Fish and Wildlife Conservation Commission in the monitoring and inventorying of wildlife and wildlife habitats within the County.
Policy V.4.2	The County 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 County shall consult with the Florida Fish and Wildlife Conservation Commission prior to the issuance of a development order where there is an indication that such issuance would result on an adverse impact to any endangered or rare species. All new development will 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 impact and recreation value of these areas is maintained.
Policy V.4.4	The County shall address during the development review process the mitigation of development activities within environmentally sensitive areas, which include but are not limited to those areas identified as environmentally sensitive areas, on the Future Land Use Plan Map of this Comprehensive Plan to ensure that the possible impacts created by the proposed development activity will not significantly alter the natural functions of these significant natural resources. All new development will 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 impact and recreation value of these areas is maintained.
Policy V.4.5	The County shall initiate development and implementation of a local wildlife habitat protection and management program, and shall coordinate with state and federal wildlife programs.
Policy V.4.6	The County shall implement a public education program on the need to protect and manage the habitat of threatened and endangered species and species of special concern.

- Policy V.4.7 The County shall request the assistance of the Florida Game and Fresh Water Fish Commission to conduct inventories of State and federally protected plant and animal species in the County.
- Policy V.4.8 The County shall require the evaluation of impacts to endangered, threatened, or species of special concern wildlife and rare or unique vegetative communities by requiring the developer of any proposed development which is equal to or greater than 20 acres and located within areas identified by the Florida Fish and Wildlife Conservation Commission Critical Wildlife Conservation Areas to evaluate the impacts to endangered, threatened or species of special concern and rare or unique vegetative communities; provided, however, if competent and substantial scientific evidence demonstrating that an endangered, threatened or species of special concern, wildlife habitat or rare and unique vegetative community is located within the area of any proposed development which is equal to or greater than 20 acres is presented to the County at the time of a preliminary plat or site and development plan is reviewed by the County, the developer shall evaluate the impacts on such habitats or communities. As a condition of permit approval of any proposed development within these areas, such evaluation shall consist of a survey of the development site conducted by the developer to identify the presence of any state and federally protected plant and animal species. In addition, if protected species are found on the site or would be affected by the development, a specific management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. The Inventory and Management Plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the County.
- Policy V.4.9 The County shall coordinate with Federal, State and local agencies or nonprofit environmental organizations in managing natural areas and open spaces.
- Policy V.4.10 The County shall develop and implement, in coordination with regulatory agencies and the North Central Florida Regional Planning Council, a Comprehensive Management Plan for public lands to restore or enhance the site's natural hydrology, degraded natural areas or removal of non-native vegetation.
- Policy V.4.11 The County shall establish and maintain a conservation land management program aimed at increasing protection or enhancement of surface water quality by coordinating with regulatory agencies and enhancing non-point pollution treatment on public lands to require swales in road rights of way, install retention areas designed in a park like setting along roadways, and design future facilities and structures to drain toward natural holding areas for pre-treatment.
- Policy V.4.12 The County shall continue to implement a program and set of standards to protect natural vegetative communities and listed species habitat from the adverse impacts of development.

OBJECTIVE V.5	<p>The County, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended October 27, 2011, hereby adopts the following maps as they apply to the unincorporated areas of the County as part of the Future Land Use Map Series of this Comprehensive Plan; (1) Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011; (2) Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011; (3) Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011; (4) Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011; and (5) Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011. The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.</p>
Policy V.5.1	<p>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.</p>
Policy V.5.2	<p>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.</p>
Policy V.5.3	<p>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.</p>
Policy V.5.4	<p>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.</p>
Policy V.5.5	<p>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.</p>

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

North Central Florida Strategic Regional Policy Plan

October 2011

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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;



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

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

Regional Planning Council: North Central FI
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 55
Local Government: Marion County
Local Government Item No.: 2015-L01
State Land Planning Agency Item No: 15-1ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment reclassifies 15.45 acres on the Future Land Use Plan Map from Rural Land to Rural Activity Center (see attached).

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

The subject property of the amendment is located within one-half mile of the intersection of U.S. Highway 27 and County Road 326, both of which are identified in the Withlacoochee Strategic Regional Policy Plan as Regional Transportation Facilities. The subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the regional plan.

The local government data and analysis report indicates that the adjoining segments of the Regional Transportation Facilities are anticipated to meet minimum level of service standards should the subject property be developed to its maximum allowable intensity of use. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment.

Furthermore, significant adverse impacts are not anticipated to occur to the Natural Resource of Regional Significance as a result of the amendment as the subject property is not located within or near a Natural Resource of Regional Significance.

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 X No

Not Applicable

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

Existing Use: (99)
Acreage/Non
Classified

Location: West side
of N US HWY 27,
approximately 800ft
south of the
intersection of W HWY
326.

Project Planner
Kimberleigh Dinkins,
Senior Planner

**Code Enforcement
Action:** None

Photographs:

View of the site from the
existing driveway, looking
southwest.



View from the site looking
northwest.



View from the site, looking
north onto existing feed
distribution center.

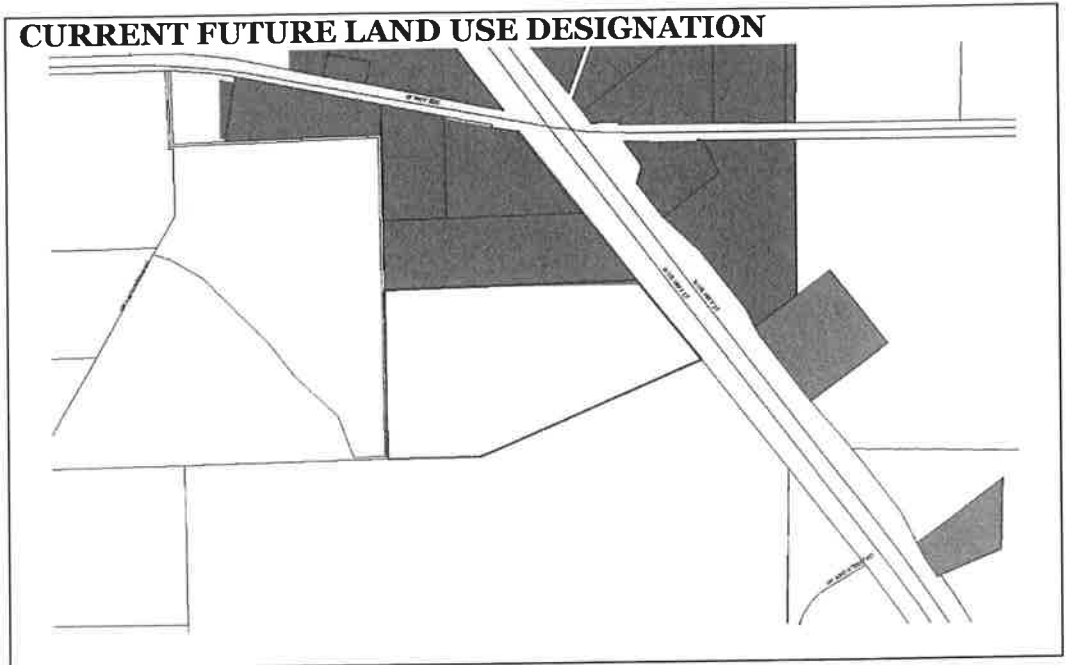


View from the site, looking
northeast to an existing
retention area.

LOCATION

The site is on the west side of N US HWY 27, \pm 800' south of the intersection of US HWY 27 and Hwy 326.

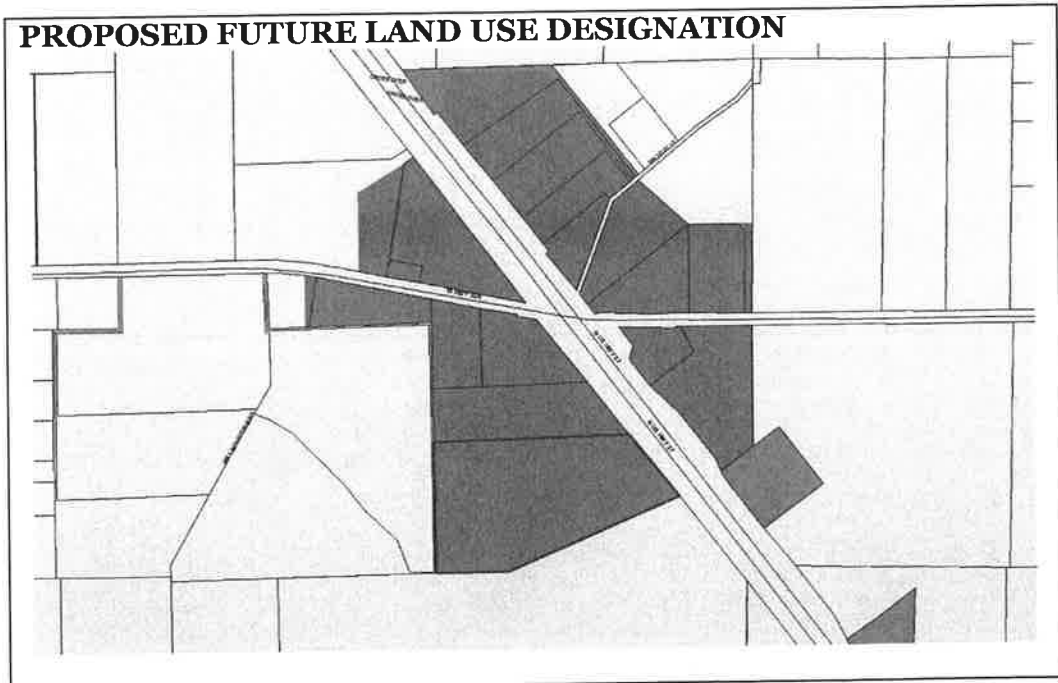
CURRENT FUTURE LAND USE DESIGNATION



Future Land Use Designation

Rural Land (1 du/10 ac)	Urban Residential (8-16 du/ac)	Commerce District (N/A; FAR 2.0)
Low Residential (0-1 du/ac)	Rural Activity Center 0-2 du/ac; FAR 0.35)	Public (N/A; FAR 1.0)
Medium Residential (1-4 du/ac)	Commercial (0-6 du/ac; FAR 1.0)	Preservation (N/A; N/A)
High Residential (4-8 du/ac)	Employment Center (0-12 du/ac; FAR 2.0)	Municipality

PROPOSED FUTURE LAND USE DESIGNATION



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

Regional Planning Council: North Central FI
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 56
Local Government: Marion County
Local Government Item No.: 2015-L02
State Land Planning Agency Item No: 15-2ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment reclassifies 28.5 acres on the Future Land Use Plan Map from High Density Residential (up to 8 dwelling units per acre) to Urban Residential (up to 16 dwelling units per acre. See attached).

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

The subject property of the amendment is located within one-half mile of State Road 200, which is identified in the Withlacoochee Strategic Regional Policy Plan as a Regional Transportation Facility. The subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the regional plan.

The local government data and analysis report indicates that the adjoining segment of the Regional Road Network is anticipated to meet minimum level of service standards should the subject property be developed to its maximum allowable intensity of use. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment.

Furthermore, significant adverse impacts are not anticipated to occur to the Natural Resource of Regional Significance as a result of the amendment as the subject property is not located within or near a Natural Resource of Regional Significance.

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 X No

Not Applicable

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

Existing Use:
Vacant/forested.

Project Planner
Christopher D. Rison,
AICP, Senior Planner

**Code Enforcement
Actions On-site:**
None.

Photographs:

View looking north along SW 80th Avenue, from the southwest corner of the overall site.



View looking west into the Kingsland Country Estates Subdivision, Unit 1, from the southwest corner of the overall site.

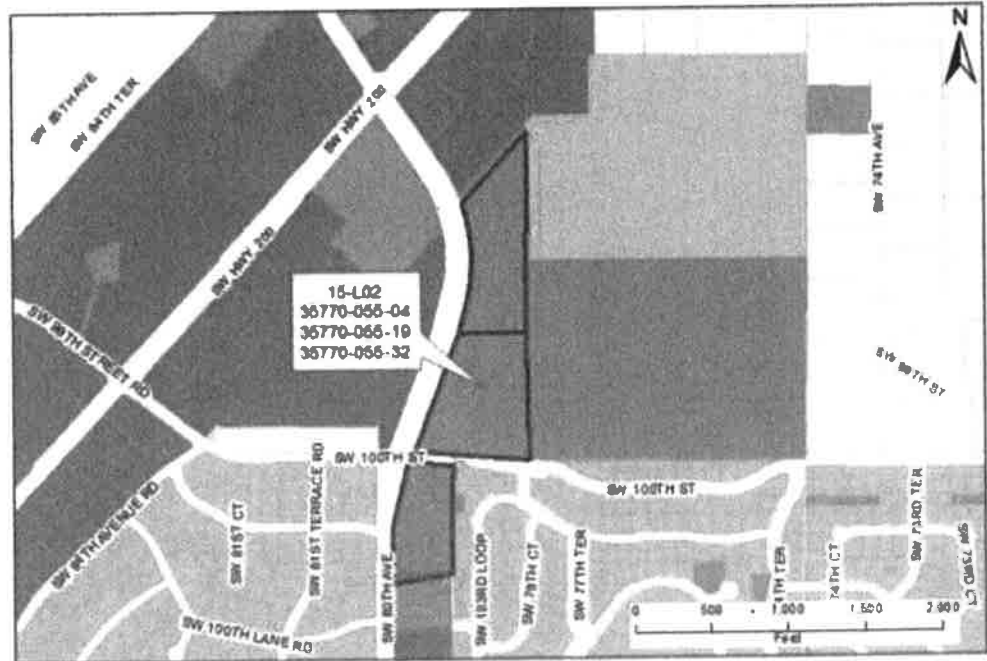


View looking north along SW 80th Avenue, from just south of the SW 80th Avenue/SW 100th Street intersection.



View looking south along SW 80th Avenue, from just south of the SW 80th Avenue/SW 100th Street intersection.

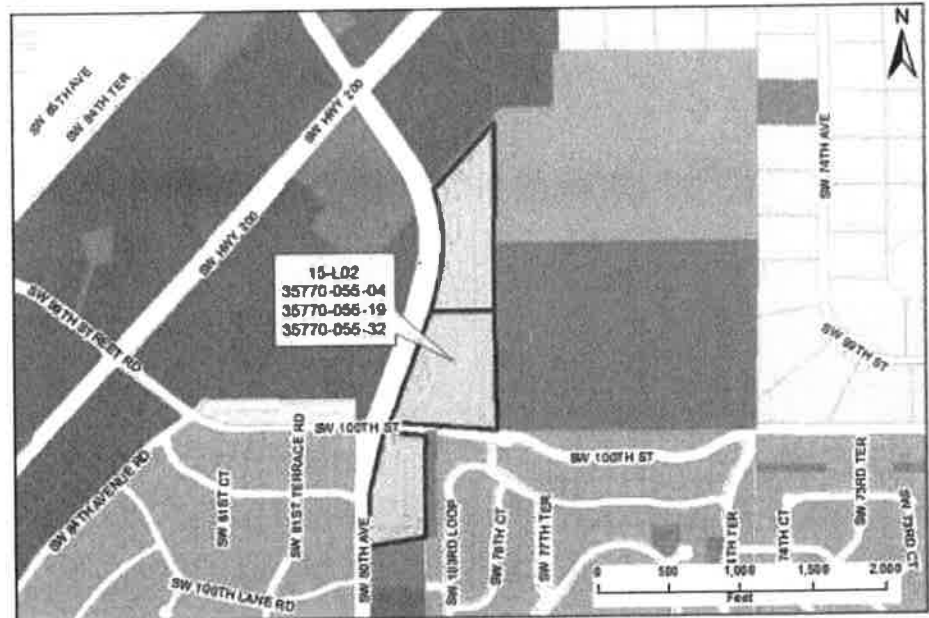
CURRENT FUTURE LAND USE DESIGNATION



Future Land Use Designation

Rural Land (1 du/10 ac)	Urban Residential (8-16 du/ac)	Commerce District (N/A; FAR 2.0)
Low Residential (0-1 du/ac)	Rural Activity Center 0-2 du/ac; FAR 0.35)	Public (N/A; FAR 1.0)
Medium Residential (1-4 du/ac)	Commercial (0-6 du/ac; FAR 1.0)	Preservation (N/A; N/A)
High Residential (4-8 du/ac)	Employment Center (0-12 du/ac; FAR 2.0)	Municipality

PROPOSED FUTURE LAND USE DESIGNATION



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

Regional Planning Council: North Central Fl
Review Date: 1/28/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 57
Local Government: City of Gainesville
Local Government Item No.: PB-15-89 LUC
State Land Planning Agency Item No.: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/16 (estimated)

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

DESCRIPTION OF AMENDMENT

The amendment reclassifies approximately 15 acres of land from Residential Medium Density (up to 30 dwelling units per acre) to Residential Low-Density (up to 12 units per acre. See attached).

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

The subject property of the amendment is located within 1/2 mile of State Road 20 and State Road 26, both of which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. Nevertheless, adverse impacts to the Regional Road Network are not anticipated to occur as the amendment results in a decrease in residential density.

The subject property of the amendment is located within a Stream-to-Sink Watershed which is identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts are not anticipated to occur to the natural resource as the amendment results in a decrease in residential density.

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 amendments?

Yes ☒ No ☐

Not Applicable ☐

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

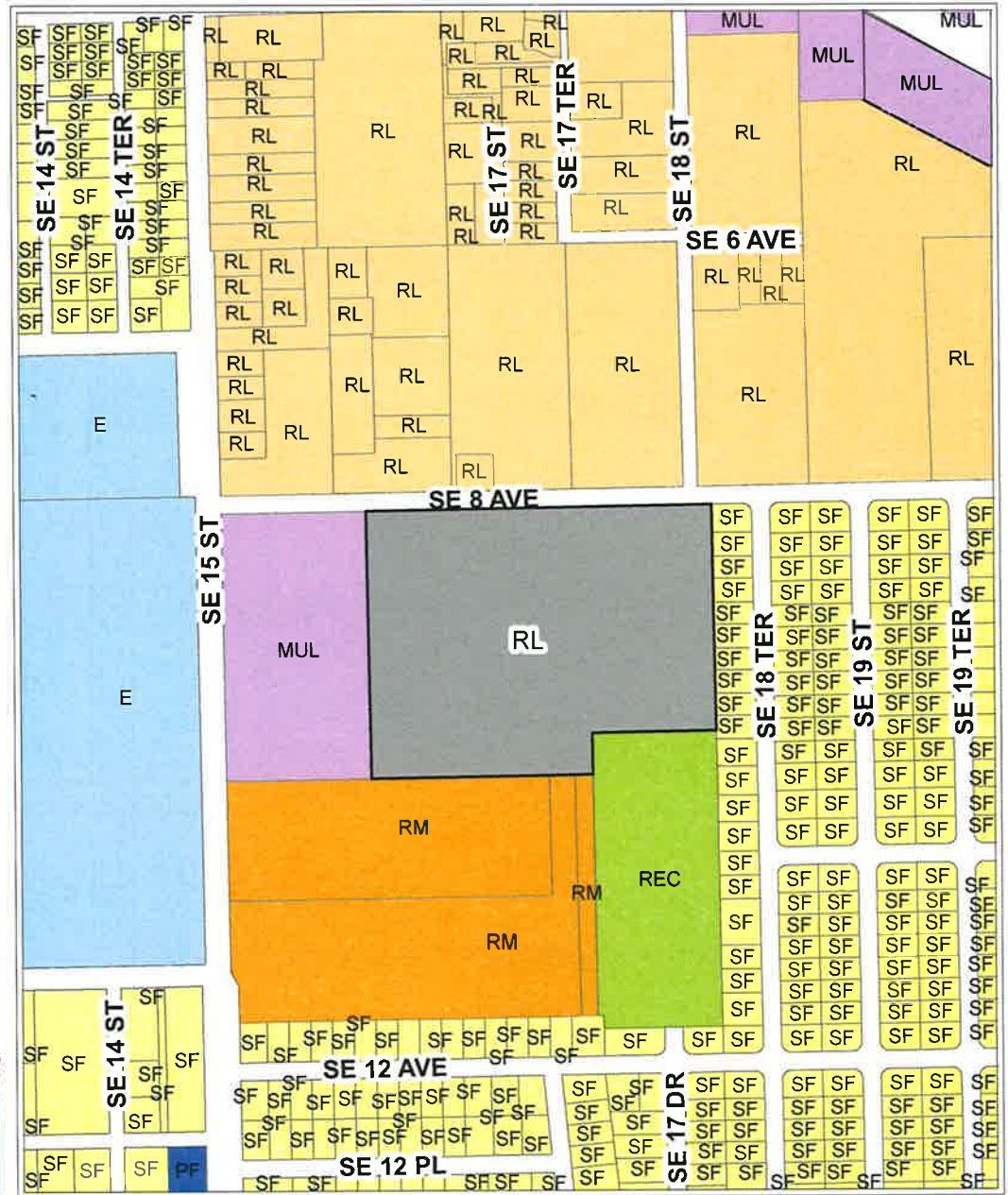
City of Gainesville Land Use Categories

SF	Single-Family (up to 8 units per acre)
RL	Residential Low-Density (up to 12 units per acre)
RM	Residential Medium-Density (8-30 units per acre)
MUL	Mixed-Use Low-Intensity (8-30 units per acre)
E	Education
REC	Recreation

City of Gainesville—DEO No. 16-1ESR
Petition No. PB-15-89 LUC
Legislative Matter No. 150444

----- Division line between two zoning districts

Area
under petition
consideration



PROPOSED LAND USE



Name	Petition Request	Petition Number
eda-engineers-surveyors-planners, inc., agent for the City of Gainesville	Amend the City of Gainesville Future Land Use map from Residential Medium-Density (8-30 units per acre) to Residential Low-Density (up to 12 units per acre).	PB-15-89 LUC -161-

STAFF-LEVEL ITEMS



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#23 Suwannee Valley Transit Authority - Section 5311 Operating Assistance Grant Application - Columbia County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the Columbia, Hamilton and Suwannee Counties Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#24 Suwannee Valley Transit Authority - Section 5311 Operating Assistance Grant Application - Hamilton County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
 Florida Department of Transportation - District 2
 2198 Edison Avenue, MS 2806
 Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#25 Suwannee Valley Transit Authority - Section 5311 Operating Assistance Grant Application - Suwannee County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the Columbia, Hamilton and Suwannee Counties Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#26 Suwannee Valley Transit Authority - Section 5310 Capital Assistance Grant Application
 - Columbia, Hamilton and Suwannee Counties

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
 Florida Department of Transportation - District 2
 2198 Edison Avenue, MS 2806
 Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the Columbia, Hamilton and Suwannee Counties Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
 STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#27 Suwannee Valley Transit Authority - Section 5339 Capital Assistance Grant Application
- Columbia, Hamilton and Suwannee Counties

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the Columbia, Hamilton and Suwannee Counties Transportation Disadvantaged Plan.

X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#28 Levy County Board of County Commissioners - Section 5311 Operating Assistance Grant Application - Levy County, Florida

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#29 Levy County Board of County Commissioners - Section 5339 Capital Assistance Grant Application - Levy County, Florida

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#30 Gainesville Regional Transit System - Section 5339 Small Urban Grant Application - Alachua County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#31 Gainesville Regional Transit System - Section 5310 Operating Assistance Grant Application - Alachua County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#32 Gainesville Regional Transit System - Section 5310 Capital Assistance Grant Application - Alachua County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#33 Gainesville Regional Transit System - Section 5311 Operating Assistance Grant Application - Alachua County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#34 Suwannee River Economic Council, Inc - Section 5311 Operating Assistance Grant Application - Bradford County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#35 Suwannee River Economic Council, Inc - Section 5339 Capital Assistance Grant Application - Bradford County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#36 Suwannee River Economic Council, Inc - Section 5311 Operating Assistance Grant Application -
Dixie County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#37 Suwannee River Economic Council, Inc - Section 5311 Capital Assistance Grant Application - Union County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
 Florida Department of Transportation - District 2
 2198 Edison Avenue, MS 2806
 Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

X **COMMENTS ATTACHED**

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#38 Suwannee River Economic Council, Inc - Section 5339 Capital Assistance Grant Application -
 Dixie County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
 Florida Department of Transportation - District 2
 2198 Edison Avenue, MS 2806
 Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
 STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#39 Suwannee River Economic Council, Inc - Section 5311 Capital Assistance Grant Application - Gilchrist County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

 X COMMENTS ATTACHED

 NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-19-16

PROJECT DESCRIPTION

#40 Suwannee River Economic Council, Inc - Section 5311 Capital Assistance Grant Application -
Lafayette County

TO: Ms. Doreen Joyner-Howard, District Modal Development Manager
Florida Department of Transportation - District 2
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

XC: Lauren Milligan, Florida State Clearinghouse

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

☒ **COMMENTS ATTACHED**

☐ **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
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